

APRIL 2021

MOTORSPORT

THE ORIGINAL RACING MAGAZINE



Formula 1
Preview
Special

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Tom Ingram
Team Toyota GB - KwikFit BTCC



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FEBRUARY IS NEVER EASY. BUT IN MY household the cold, dark mornings were brightened by live cricket on terrestrial TV beamed direct from a warm-looking Chennai. Coverage of the England-India test match may start at an ungodly hour but the return of live cricket to a non-subscriber TV channel has meant that I have been following the team's progress over my morning coffee and cornflakes.

But here's the thing. Although I enjoy the game, I would not pay a fee for watching it. This has meant that since cricket disappeared behind Sky's paywall in 2005, I have stopped following it other than via the newspaper sports pages. It is a passion that withered on the vine.

So the fact that Channel 4 is showing it, has meant that I am now following the tour and engaging again in a way that I haven't done since the heady days of free-to-air test matches in the 1990s.

Unlike the 1990s, my enjoyment doesn't start and end with TV coverage. I have now found myself downloading Channel 4's All 4 app on my phone so I can watch highlights or live coverage on the move. I followed the commentary team - including the impressive Ebony Rainford-Brent - on Twitter, and did the same with the England Cricket account on Instagram. Then I started searching up archive footage on YouTube.

In short I became a fan again. TV was the gateway to engage with the sport in new ways.

Formula 1 could learn from this. As we look forward this month to the new season, it is clear that the biggest challenge F1 faces is increasing its fan base in a crowded market. It will be hard to do that from behind a paywall.

At present, and until 2024, fans or potential fans can only watch entire races live if they subscribe to Sky. Then on top of the standard Sky subscription they will need the Sky Sports F1 add-on which costs £18 per month (or £10 per month for 18 months if you're a new customer). Alternatively, you can buy Complete Sports (all the sports channels) for £25 per month, again for an 18-month contract.

If you'd rather not sign up to Sky because you only want F1, then there is an alternative: you can subscribe via Sky's streaming service, Now TV. That's available on your phone, tablet or via a web browser and also via a Now TV streaming stick. This will cost £33.99 per month for the Sky Sports Pass.

For confirmed fans, like most readers of *Motor Sport*, the cost will not be a barrier. For those sitting on the fence - exactly the people

THE EDITOR



"Grands prix should be public events that get an entire nation talking"



THIS MONTH'S COVER IMAGE: McLaren's MCL35M has been launched with a new papaya livery

who the sport needs to reach out to - it might be the difference between engaging again and not. The implications are huge.

According to some estimates there are 500 million people globally who say they follow motor sport. Of those, the majority are F1 or NASCAR fans. But only a fraction tune in to F1 races and fewer still watch the races consistently during the season. Tapping into the vast reservoir of casual fans is crucial if F1 wants to set itself on a sustainable footing and increase its fanbase.

Putting any sport behind a paywall does exactly the opposite and reduces the number of people who can watch. This is important because it is by making a sport part of a national conversation that you can inspire the next generation of fans and participants. It keeps a sport alive and relevant, and gives it the energy that it needs to survive and thrive. It is telling that the Channel 4 cricket coverage saw a strong growth in younger viewers aged 16-34.

Liberty is well aware of this and has talked about making F1 more accessible via live streaming. But while it is true that Liberty operates an online streaming service - F1 TV Pro - you can't watch it in the UK because of Sky's exclusive deal. And even if you could, not everyone is convinced that streaming sport is the answer. What people want - especially in a post-Covid world - is not narrow streams on their phones but set-piece broadcasts on big screens that they can watch with their friends. Grands prix should be like the FA Cup Final or Super Bowl: public events that get an entire nation talking. Remember Des Lynam's "Shouldn't you be at work?" intro to England's first game of the 1998 World Cup?

This is not to negate the importance of digital channels. One of Liberty's successes is its embracing of social media, building a community of online fans and allowing more direct engagement with the sport. But as I discovered with England's test match in India, if you watch the live sport free on TV, then you're likely to engage more deeply with it via social media. It's the best of both worlds.

Joe Dunn

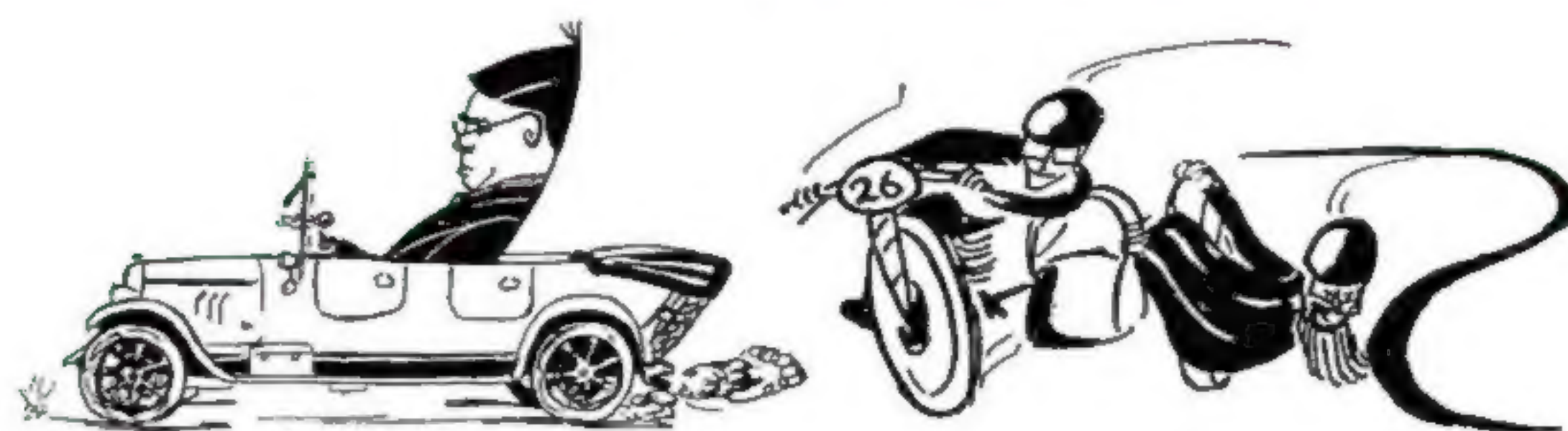
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NEXT ISSUE: OUR MAY ISSUE IS ON SALE FROM MARCH 31

MOTORSPORT

IN THE SPIRIT OF BOD AND JENKS



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Details matter.



Headlamp covers are vulnerable to scratches and cracks, so in a long day and night race it's worth protecting them when not needed. Hence the crewman here taping covers over the lights of this McLaren/Andretti Ford MkIV featured in our story on page 78 before the 1967 Sebring 12 Hours. The US airfield circuit was famously rough and prone to breaking up, with gravel fired back from car wheels like bullets. The covers were peeled off when dusk fell.

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MATTERS *of* MOMENT

Are we due an American revolution at Le Mans?



With new Hypercar rules and the German giants out of the picture, now could be the time for Glickenhaus to shine

THE LIST OF AMERICAN SUCCESSES AT Le Mans is long and littered with star names such as Shelby, Hill, Gregory, Gurney, Foyt, Cunningham and more. Could Glickenhaus be the next to be added to the US roll of honour as the independent manufacturer prepares to make its Le Mans debut with a fresh Hypercar entry?

Jim Glickenhaus' eponymous concern is gearing up to run two of its new twin-turbo V8 LMH 007s at this year's event, and has already unveiled a star list of drivers - including Briton Richard Westbrook and two-time Le Mans winner Romain Dumas. The cars will also be operated by the Joest Racing outfit, which formerly ran Audi's ultra-successful works efforts.

The team hardly smacks of an amateur effort, and the New York-based entrepreneur and film producer behind it insists that he wants to write a new chapter in American

history at Le Mans. Speaking to *Motor Sport*, Glickenhaus said: "It's always been a dream of mine to go to Le Mans, so when this magic moment in Hypercars came up, we were really the first company to say that we're going to compete. I remember the incredible battles of the '60s and people like Carroll Shelby, Jim Hall and before that, Briggs Cunningham, bringing American cars to Le Mans.

"This is performance art. I always wanted to go and stand in the rain and watch a car at three in the morning with our name on it go by. We'll do our best to get a really respectable result. Could we win? It's not impossible..."

The ACO's new Le Mans Hypercar rules have already attracted the likes of Toyota and Peugeot (from 2022), together with privateers Glickenhaus and ByKolles. Those cars will then be joined by the new LMDh machines from 2022, with both Porsche and Audi planning entries from 2023. LMDh rules have

been largely devised by the North American IMSA series as a replacement for Daytona Prototypes, and have been accepted by the ACO and FIA to run in the World Endurance Championship and at Le Mans.

While both types of car are meant to run under a new equalisation scheme to give both a chance of winning major endurance races across both continents, would an LMDh really be allowed to beat a Le Mans Hypercar in its own back yard? Glickenhaus has his doubts.

"Does anyone seriously believe that an LMH is going to be allowed to win the 24 Hours of Daytona? Or conversely, that an LMDh would be allowed to win Le Mans under BoP?" he said. "I don't know, and I've said point-blank to the ACO and to IMSA that until fans believe that there is real equality and chance, I'm not sure where convergence is.

"When LMDh gets thrown into the mix [at Le Mans] it's going to be very difficult to

BERNARD CAHIER/GETTY IMAGES

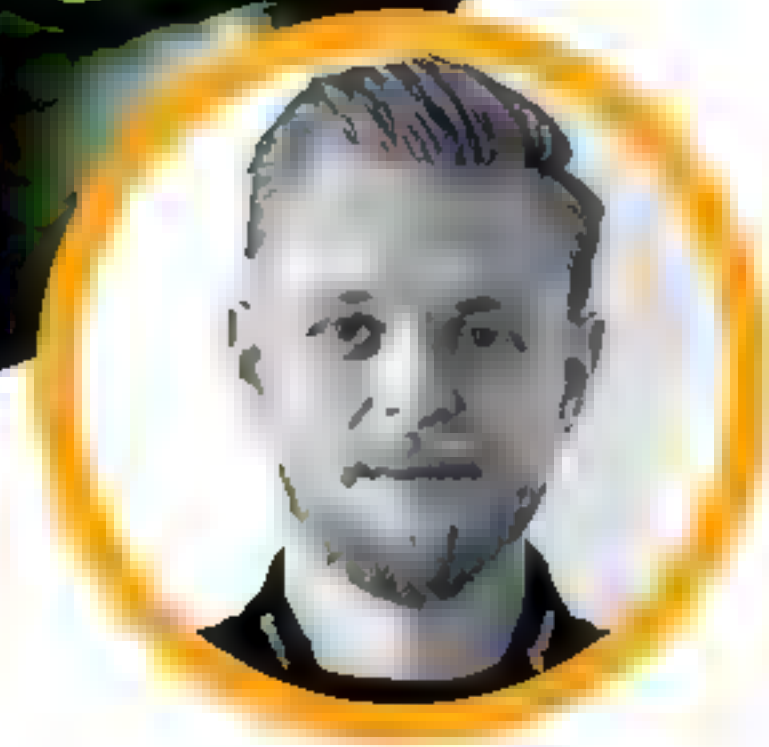


balance those cars with the Hypercars. The Hypercars will be a lot faster. To be very honest, we feel that convergence should have been one set of specifications from day one for the top class at Le Mans and Daytona but it wasn't to be. IMSA decided to go down their own road."

Toyota is already pushing ahead with its new GR010 Hybrid, which has already begun its testing programme ahead of this year. After running at both Paul Ricard and the Algarve, the team completed a three-day test at Aragon, which included an all-night run.

While those brands are busy planning for their futures, one manufacturer that won't be joining them is Mazda, which has confirmed it will cease its long-running IMSA programme at the end of this season. The Japanese firm has chosen to focus on its grassroots MX-5 Cup instead while the new rules convergence takes shape.

Above, Jim Glickenhaus dreams of Old Glory at the Sarthe. Is his 007 ready to make Le Mans history? Top, Carroll Shelby was an American pioneer at Le Mans, winning in 1959 in an Aston Martin DBR1



Peugeot confirms Hypercar line-up

PEUGEOT HAS RECRUITED A TRIO OF former grand prix racers to lead its return to Le Mans from 2022, with ex-Haas man Kevin Magnussen, former Force India driver Paul di Resta and ex-Red Bull protégé Jean-Éric Vergne joining.

Loïc Duval - a Le Mans winner and World Endurance champion in 2013 with Audi - Gustavo Menezes and Mikkel Jensen complete the six-driver line-up.

Peugeot's forthcoming LM Hypercar entry will be powered by a twin-turbo V6, which the company hopes to have up and running on its dyno by April, with the car undergoing its first tests before the end of the year.

After losing his F1 seat, Magnussen raced in the Daytona 24 Hours with Chip Ganassi Racing, and said he was excited to continue his career in endurance racing with Peugeot.

"Le Mans is the biggest endurance race in the world," he said. "It's the race that everyone wants to win. It has a lot of history and Peugeot is a big part of it, and I hope to enter that history. I gained a lot of experience from seven years in F1, working with very complex and advanced race cars, but also being a high-pressure environment. It will be like that when we go back to Le Mans and the WEC.

"I have high ambitions. Looking at the past, Peugeot have always been very successful in every motor sport programme they've joined.

"I can't wait to hopefully have that success and I'm looking forward to getting started."



Interlagos will remain the home of the Brazilian GP, while Albert Park has been altered

Brazil track scrapped, Albert Park tweaked

CHOPPING AND CHANGING MAY WELL be of second nature to Formula 1 these days, but on this occasion the saws have been well and truly stowed away with news that plans to create an alternative circuit for the Brazilian Grand Prix have been abandoned due to environmental concerns.

Developers wanted to create a rival circuit to Interlagos by basing a new track on an existing army base in Rio de Janeiro. To be named the Rio International Circuit, it had been backed

by president Jair Bolsonaro and had already reached an agreement with F1 to host a race from this year.

However, the plan involved levelling an area of the native Camboatá Forest, something that drew critical comments from various paddock members, Lewis Hamilton chief among them, saying: "It's supposed to be a sustainable race, but the most sustainable thing you can do is not tear down any trees."

Rio's environment secretary Eduardo Cavaliere confirmed the plan had been

scrapped, saying, "We have given up with construction." The Brazilian GP will now remain at Interlagos until 2025.

Meanwhile, alterations to the Australian GP circuit Albert Park in Melbourne are nearing completion ahead of the rescheduled 2021 race. They include widened the pitlane by two metres and changing the turn 9/10 complex. What used to be a heavy braking zone into a tight right-hander has been replaced by a fast, flowing corner running close to the lake's edge.

Entry level racing series brings the pick of the 1980s to the grid

FROM AC 3000ME TO VOLVO 480ES, THE list of models eligible to race in the Historic Sports Car Club's new 1980s Production Car Challenge is as long as Bez's guestlist at the Hacienda nightclub.

The new series will compliment HSCC's existing Historic and '70s Road Sport Championships and is aimed at bringing younger drivers into the racing fold or those wanting to start with more modest budgets. It is open to cars with standard bodyshells



and only minor modifications to engines and suspension. Think Ford Fiesta XR2, Toyota MR2 and Audi Quattro; Caterhams and homologation specials are not included.

"This gives drivers a chance to be on the grid in a car that could easily cost less than £10,000," said HSCC motor racing regular Kevin Kivlochan. "It will appeal to drivers in their thirties and forties who can race the cars they grew up wanting to have."

Competitors will be split into classes based on engine size. Confirmed dates are Snetterton 300 (April 17-18); Silverstone GP (May 22-23); Cadwell Park (June 5-6) and Mallory Park (September 18-19).

For the full list of permitted cars readers should visit hsc.org.uk.

CORBIS VIA GETTY IMAGES



Lotus reveals new 'part car, part plane' endurance racer



The Lotus E-R9 gives a glimpse of an all-electric endurance racing future, with active aero and fast battery swaps

IS IT A BIRD? IS IT A PLANE? NEITHER. IT'S Lotus' new E-R9 concept - a machine which you half drive, half fly... apparently.

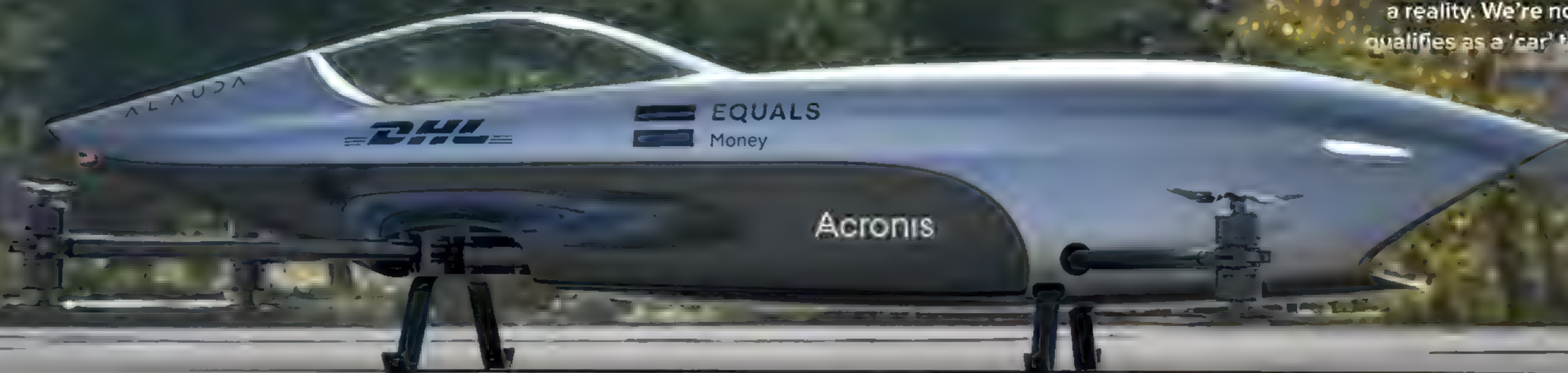
The E-R9, standing for Endurance Racer, has been developed as a design concept by Lotus Engineering as a way of giving a glimpse of an all-electric endurance racing future. Finished in the marque's famous black and gold colours, it incorporates a central fighter jet-style canopy over the cockpit and a mass of active body panels promising to revolutionise aerodynamics. It will be four-wheel drive thanks to a quad of electric motors and has been designed to allow batteries to be 'hot swapped' - or rapidly replaced - during pitstops.

The concept also wears the number nine, in deference to the aluminium-bodied Lotus Mk IX with which Colin Chapman and Ron Flockhart first tackled Le Mans in 1955. Should it make the grid for 2030 as suggested, the E-R9 would celebrate the 75th anniversary of such an event.

Richard Hill, Lotus chief aerodynamicist, said: "We've tried to push the boundaries of where we are technically today and extrapolate into the future. The E-R9 incorporates technologies which we fully expect to develop and be practical. This will be partly driven like a car, partly flown like a fighter jet. Lotus has an amazing history of developing unique solutions."



With eight rotors, a full carbon frame and a host of trick safety features, the Mk3 will make Airspeeder a reality. We're not sure it qualifies as a 'car' though...



Airspeeder has lift off

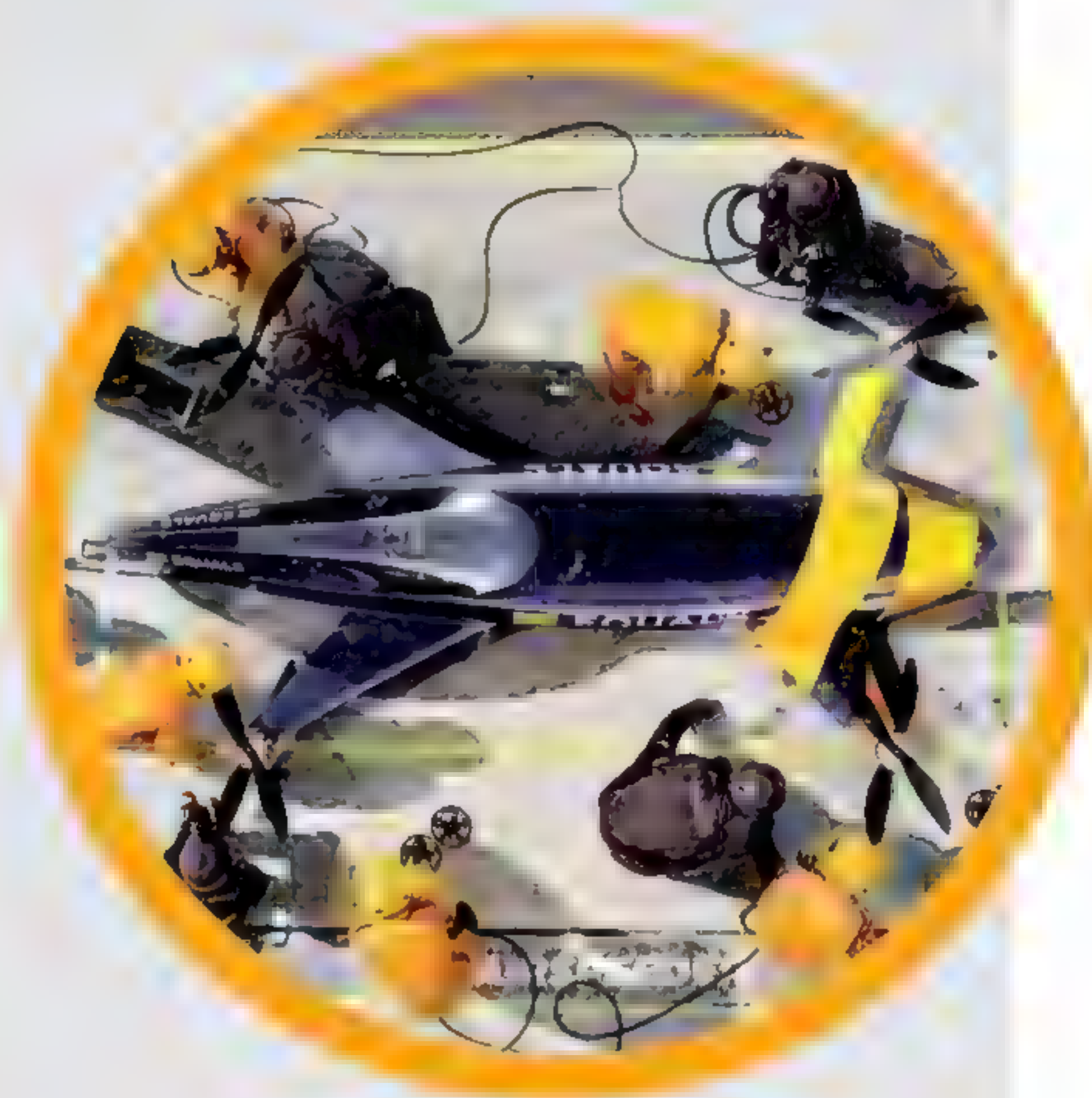
ORGANISERS OF THE NEW AIRSPEEDER racing series have lifted the covers off the world's first full-sized electric flying racing car, which will star in a series of remotely piloted races across the course of 2021.

Three years in the making, Airspeeder finally revealed the Mk3 'octocopter' racing machine that will form the basis of the new series. Initially, the new eVTOL vehicle will be raced by remote control for the first year, ahead of planned fully piloted events in 2022.

A total of 10 of the flying 'cars' will be produced by manufacturer Alauda, with final testing due to take place in Australia before the grid will compete in a yet-to-be-confirmed number of races.

Powered by eight independent rotors, the Mk3 is capable of reaching speeds of up to 75mph, has a full carbon-fibre monocoque frame and features a raft of safety devices, such as radar collision avoidance systems.

Airspeeder founder Matthew Pearson said: "This is a landmark moment in the dawn of a new mobility revolution. It is competition that drives progress and our racing series is hastening the arrival of technology that will transform clean-air passenger transport, logistics and even advanced air mobility for medical applications. The world's first electric flying car races will take place this year and will be the most exciting and progressive motor sport on the planet."



The new machine will be raced remotely at first, but should accommodate pilots for 2022



That's one quick cat

ALWAYS FANCIED OWNING A JAGUAR E-type? Most imagine themselves stylishly wafting through picturesque countryside in their 1960s classic, and you can. Just not in this one. This is the world's fastest E-type. And it's up for sale.

In truth, there is little factory E-type left in this beast, but what it lacks in period originality it more than makes up for in backstory. Having started life as a 1971 E-type

Series 3, engineer and racer Fred Cliffe had the idea to turn it into a Modsports machine. Together with Rob Beere Racing and driver Malcolm Hamilton, the car was modified almost beyond belief over 13 years.

Boasting a 750bhp 7.3-litre V12 TWR Group C engine, aerodynamic extensions and a rear wing from a Silk Cut XJR-9, it can hit 150mph in eight seconds and go on past 180mph.

With Hamilton at the wheel, the car achieved 52 race victories and 87 podium finishes before an accident at Oulton Park in 2001 ended its period racing career. It was then bought by the current owner and fully restored. It is now offered for sale through Hampson Auctions, £POA.

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Racing at Laguna Seca in 1978

1955 ALFA ROMEO 1900C SS "DOUBLE BUBBLE" ZAGATO

Coachwork by Zagato

Chassis No. AR1900C*01955 | Engine No. AR1308*00891

Race History

1955 Mille Miglia (Race No.415) Fornasari/ Fortunato | 11th in class, 38th overall • 1955 Bolzano-Mendola (Race No.188) Fornasari | 3rd in class, 11th overall • 1955 Acosta-Gran San Bernardo | 1st in class (2000 c.c.) 11th overall • Stella Alpina (Race No.162) Fornasari | 2nd in class (2000 c.c.) 5th overall • Entered in 1986 Targa Florio • Entered in 1987 Mille Miglia

Owner History

March 28th 1955 Dr. Vincenzo Fornasari, Vincenza, Italy • Ernie Mendicki – S.F. Peninsula • Jim Keown Monterey, CA
Philip Hatton • Jim Cesari – Palo Alto, CA • Dec. 1985 Ugo Piccagli Dallas, TX • July 1986 – shipped to Italy
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MARK HUGHES

“Red Bull is too grown-up to be a customer team. This puts us in control”

RED BULL'S CONFIRMATION THAT it will continue to run a Red Bull-branded Honda power unit after the Japanese manufacturer withdraws from F1 at the end of this season was widely expected. Once the F1 commission unanimously voted through the engine freeze from next year and until the new power unit regulations come into force, expected to be 2025, the danger of an 'independent' being out-gunned in development by Mercedes, Ferrari and Renault receded. Under the current tricky global circumstances, it's good for Red Bull and for F1 as a whole.

What was not so widely anticipated was that the new Red Bull Powertrains group that has been founded to run the continuation project is set to be way more than just that. It's a much longer term project which will see Red Bull designing and manufacturing its own engines even beyond the current power unit regulations. It will finally release Red Bull from being at the mercy of an outside engine manufacturer.

“It's a long-term project,” avows Christian Horner. “The investment into the facilities to gear up for this are quite significant, so you've got both the short-term scenario of the existing regulations and then of course whatever the new regulations will be. We obviously need to be in a position to take that on as well.”

They have this season to prepare to assume the running of the existing engines. They have three years before transitioning to full-on power unit manufacturers, by which time it will be the full equivalent of the Ferrari or Mercedes power unit departments and an extensive recruitment drive can be expected.

“We will inherit the vast majority of HRD [Honda Racing Department] UK, which is the

operational side of Honda based in Milton Keynes. So that gives us a standing start. All of the people that we already know and interface with we'll look to take under the new company. Then we are in the process of setting out some of the other roles that will be filled over the next coming weeks and months. But I think the agreement that we've achieved with Honda just buys us time to assemble the right group of people.”

The obvious candidate to lead such a project would be Andy Cowell, the brilliant engineer-manager who ran the Mercedes HPP operation for many years until his amicable departure a few months ago. But Horner gives the impression that this avenue is, for now, not open. “What he has achieved in the last 10 years of the sport has been mightily impressive. He was a lynchpin of Mercedes, and HPP has delivered. He's chosen to pursue other activities outside F1, but you know, of course, that as far as engines are concerned he's been the guy who has delivered year on year. However, my understanding is that his interests currently lie outside F1.”

Another possibility which suggests itself would be by Mario Illien, the former Ilmor boss responsible for a blockbusting series of Mercedes engines in

the V10 and V8 eras and who already has a link with the current Honda project. “Mario and Honda have their own relationship,” points out Horner, “but you could potentially see the attraction of drawing on that knowledge and knowhow at some point - potentially with the new regulations. But there have been no discussions, they have exclusive contracts with Honda, which is very much their business. Mario has got his own business and his own stuff that he's very busy within. Of course, we will be appointing various roles, whether it will be a technical director, a

proper managing director, operations director, but we have candidates in mind for each of those roles.”

Red Bull already has a relationship with the Austrian AVL company which supplies existing engine manufacturers with parts and research and Horner acknowledges that they will be relying on their facilities at least initially.

What the establishing of Red Bull Powertrains also allows the team to do is redeploy personnel. Given the cost cap which comes into force this year at a level considerably below what the team has traditionally spent, it avoids the need to make valuable and skilled people redundant and retains them within the organisation. It's very much along the lines of what Mercedes and Ferrari have been able to do in response to the cost cap.

But the biggest thing, according to Horner, is the control over its own destiny this move gives the team after the upheaval caused by the tricky relationship with Renault and the abrupt departure of Honda. “I think in a way Red Bull is too grown-up to be a customer team. We have aspirations beyond those of some of the manufacturers. This puts us in control of our own destiny.”

One day an automotive manufacturer may wish to become a naming partner to the Red Bull power unit, but the intention is very much that Red Bull would continue to conceive, design and manufacture them.

“I think that our appetite for continuing in F1 if we hadn't been able to do this would have been very much reduced,” says Horner. So it would seem that the days of Red Bull threatening pull-outs if they cannot get a competitive engine are past - and that's a good thing.

Since he began covering grand prix racing in 2000, Mark Hughes has forged a reputation as the finest Formula 1 analyst of his generation. Follow Mark on Twitter @SportmphMark

“It seems the days of Red Bull threatening pull-outs are past”



MAT OXLEY

"Imagine Jackie Stewart's rivals in F1 were upstarts in E-types and Capris"

GRAND PRIX MOTORCYCLE racing reached an important crossroads 50 years ago. Imagine that Jackie Stewart's closest rivals during the 1971 F1 World Championship were a bunch of young upstarts driving pimped-up Jaguar E-types and Ford Capris.

This was the situation in which Giacomo Agostini found himself that summer. During 1971 the Italian stallion won his sixth consecutive 500cc world title, riding four-stroke grand prix bikes belonging to the Agusta family. He had no serious opposition because Meccanica Verghera Agusta was the only manufacturer contesting the championship, but the privateers who shared the podium that year rode mongrels powered by two-stroke engines taken from a new generation of high-performance Japanese road bikes.

Agostini's state-of-the-art three-cylinder MV made around 80bhp and was available only to those riders anointed by Count Agusta, which in 1971 was Ago and no one else.

Suzuki's T500 two-stroke twin and Kawasaki's H1 two-stroke triple road bikes were available to anyone who could afford them and the engines could be tuned to make around 70bhp. A T500 or H1 road bike cost £900 (£13,000 now), so these machines were a godsend to the lower ranks who didn't have grand old patrons signing the cheques.

The two-stroke - with its ear-splitting chainsaw yowl and double the power strokes of a four-stroke - had conquered the smaller grand prix classes. By the dawn of the 1970s, the premier 500cc category was the only class yet to be overrun by the 'stink-wheels'.

Older members of the racing establishment were convinced that the citadel would never be breached by the two-strokes, but they were about to be proved wrong.

In 1971 Suzuki sent several XR05s - tuned T500 engines in rudimentary race chassis - to Europe. Initial development of the XR05 had

been undertaken in the US, where the bike was up against Triumphs and side-valve Harleys. An early problem was the air-cooled engine's 900rpm-wide powerband, which required riders to slip the clutch at every gear change, with inevitable consequences.

The XR05 had a belt-and-braces lubrication system, with oil mixed in the fuel augmented by an oil-pump actuated by a handlebar lever, because two-strokes run hot (all that extra power doesn't come for free) and can devour pistons and crankshafts.

Suzuki's first XR05s were so likely to self-destruct that contracted rider Dick Hammer qualified for the 1968 Daytona 200 on one, then switched to a Triumph for the race. He considered the XR05 too dangerous to risk over full-race distance. Suzuki sacked him.

The company made the breakthrough the following year when Art 'The Dart' Baumann rode an XR05 to victory at Sears Point, the first US championship success by a two-stroke.

All that know-how went into Suzuki's 1971 grand prix XR05, which by midseason was fast enough to make Agostini sweat for his victory laurels. Australian Jack Findlay made history when he rode his XR05 to win the Ulster GP, the first premier-class success by a two-stroke. It should be noted that Findlay won the race in Ago's absence. MV didn't travel to Dundrod because The Troubles were at a deadly stage. However, the citadel had finally been breached. Over the next five years four-strokes would disappear from grand prix grids as two-strokes became faster and less fallible.

Just weeks after Suzuki's victory Kawasaki won its first 500cc grand prix with a racing version of its H1, when Briton Dave Simmonds won the Spanish GP at Jarama. The H1 road bike was such a wild thing that motorcyclists nicknamed it 'the widow maker'. Inevitably the race bike wasn't much nicer.

At Daytona that year H1-R rider Yvon Duhamel complained of a nasty speed wobble on the banking. When mechanics checked the bike they discovered that all the front wheel spokes were loose, but when they went to re-tighten the spokes they were tight. Kawasaki had made the wheel hubs in magnesium with a cast-in liner. The heat generated by the brake caused the magnesium to expand.

Despite their deficiencies the XR05 and H1-R were the only machines that got close to Agostini in 1971. The hybrid road/race bikes filled second to sixth positions in the standings.

Two years later Yamaha launched the first fully prototype two-stroke 500 GP bike, the water-cooled four-cylinder OW20. Yamaha tried to tempt Agostini away from MV but the two-strokes were still too fragile for his liking.

Instead Finn Jarno Saarinen rode the OW20. Saarinen won the first grand prix of 1973, his speed aboard Yamaha's 100bhp weapon causing Ago to crash in his efforts to keep up. Saarinen won the second race too but lost his life at round three when he was involved in a pile-up after a two-stroke engine seizure.

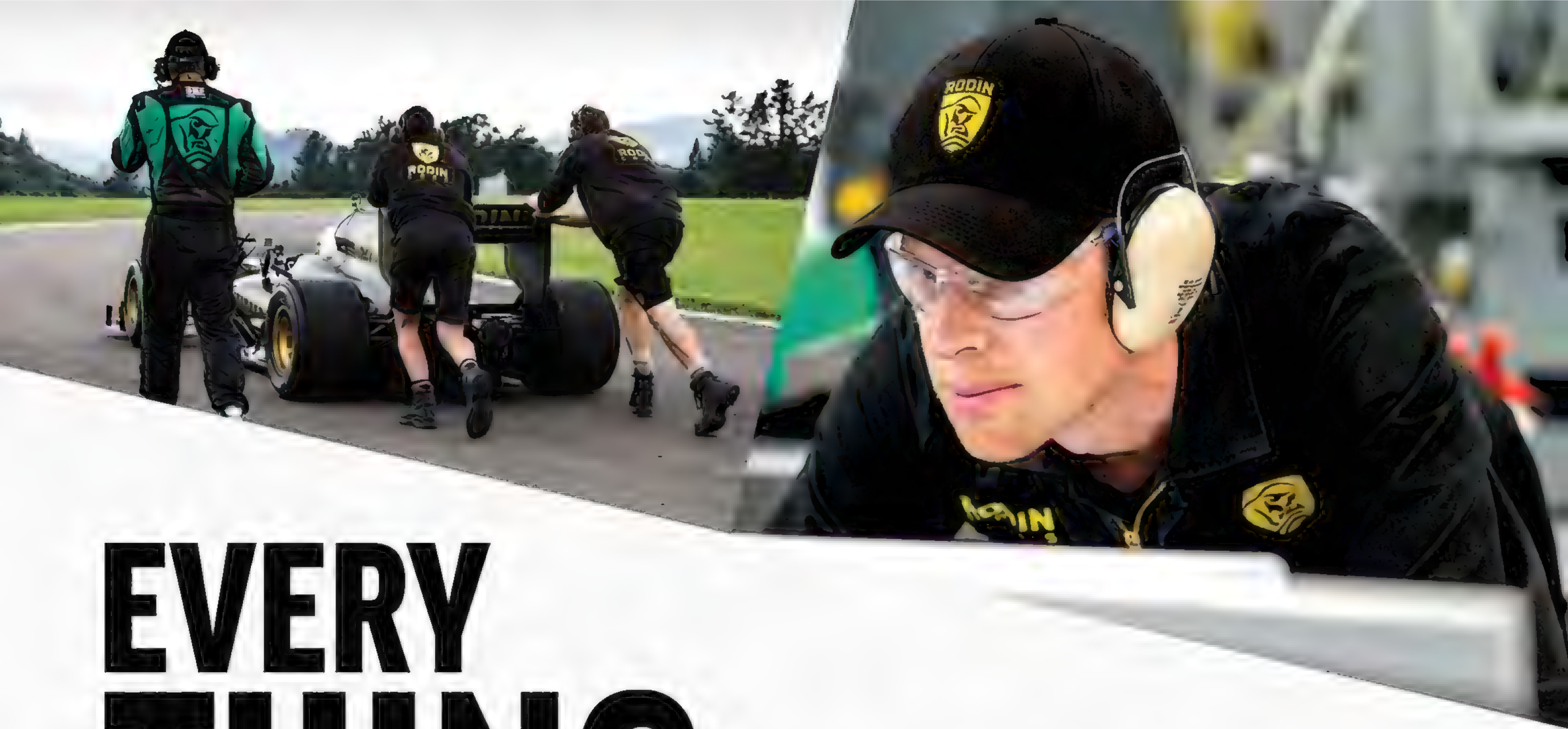
Nevertheless, Ago knew he had to go two-stroke, so he joined Yamaha in 1974, relying on factory staff to keep him safe. Mechanics

hand-prepared every piston, crosshatching them with emery paper to improve lubrication.

In August 1975 Agostini secured the 500cc world crown aboard his OW26, the first premier-class championship success by a two-stroke. They reigned supreme for the next quarter of a century, until grand prix rules were rewritten in 2002, allowing 990cc four-strokes to race the 500cc two-strokes.

"Ago knew he had to go two-stroke, so he joined Yamaha in 1974"

Mat Oxley has covered motorcycle racing for many years - and also has the distinction of being an Isle of Man TT winner
Follow Mat on Twitter @matoxley



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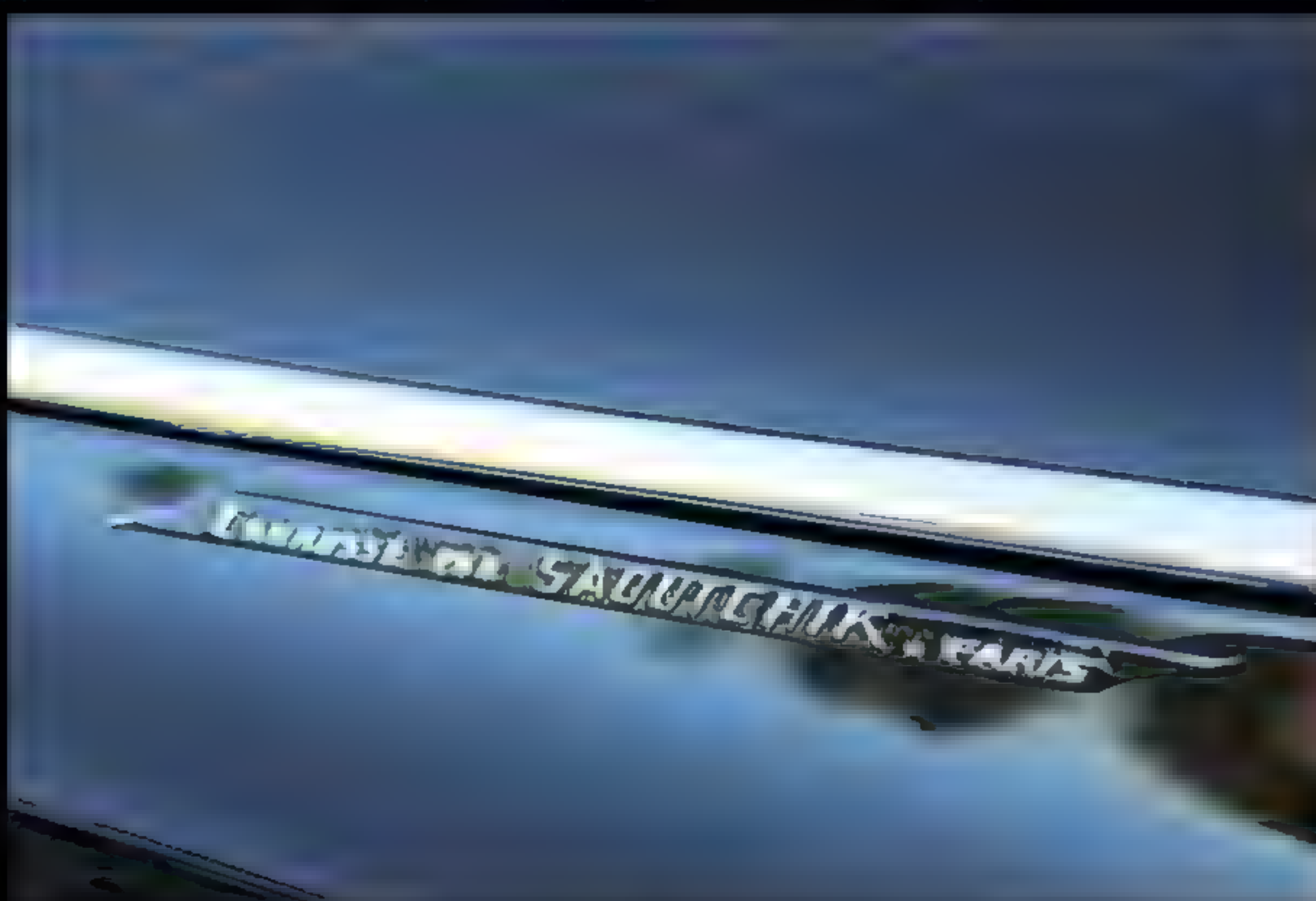
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1951 TALBOT-LAGO T26 GRANDSPORT COACHWORK BY SAOUTCHIK

CHASSIS NO. 110156

ENGINE NO. 519

110156 was a One-Off Saoutchik design. Not only was it on the extended Grand Sport Chassis, but the Greenhouse was a unique notchback design, which flowed into an equally unique rear end treatment with a relatively long trunk tapering down to the rear bumper. 110156 was the second Grand Sport built on the 2.80 meter wheelbase. Featuring the waterfall grille design with chromed scallops topping the front fenders. This One-Off design had a more rounded shape than on the fastbacks and the coupe roofline a more "formal" notch to it. The rear window was larger, with a banana-like curved shape which was very different to the rectangular one on the fastbacks, and duplicated in period by Saoutchik on other closed bodies for Delahaye. In 2019, a cosmetic restoration was completed that included returning the car back to its original color.

Previous owners include well-known collectors:

Charles Howard, UK

Albrecht Guggisberg of Oldtimer Garage in Bern, Switzerland

Jacques "Frenchy" Harguindeguy of Walnut Creek, CA

Eric Traber of Switzerland

Don Williams (Blackhawk Collection)

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DOUG NYE

"Enthusiasm for fine and interesting old cars is an extremely broad church"

IT WAS I THINK MOTORING WRITER Leonard Setright who coined, or broadcast, the penetrating rhyme: "One man's meat's another man's poison - my favourite car's an Avions Voisin."

Now anyone familiar with the - ahem - looks of the average Voisin (if any of them could be described as 'average') will completely grasp the point. Enthusiasm for motor sport and for fine and interesting old cars in general is an extremely broad church.

But there are points of contact between even the most isolationist disciples of one-marque interest - between the Ferrariphiles and the Riley nuts, the 'Nashers' and the Red Bull Racing fans, the AMG-Mercedes F1 freaks and the old-time Sizaire et Naudin faction or even *Les Bugattistes* or the *Alfisti*. One major shared interest focuses simply upon what constitutes a right and proper surviving example of each marque. How can we assess comparative originality, the intrinsic quality of the artefact - when can a car be regarded as 'original'? And 'how original'?

Here it's terribly easy to fall into an American-style collegiate debate, carefully dissecting and analysing every mortal intellectual - or pseudo-intellectual - viewpoint before emerging with some impenetrably worded overall conclusion from which many perfectly well-qualified contributors would probably still dissent.

I think it was some time back in the late-70s or early '80s that Jenks - former renowned Continental Correspondent of this magazine and a man whose all-absorbing life amongst quality cars had taught him a thing or three - asked me to assist him in compiling a quality-assessment scale for what could constitute 'originality'. What qualifies a fine car of any era to be considered of greater historical (and, perhaps regrettably, financial) value than its peers? What we came up with was this.

Given many well-discussed caveats about any motor car being an assemblage of parts

consumable by use and even by the mere passage of time, a truly 'original' car, structurally, will have all of its five major component groups intact. They could be considered to be chassis - bodywork - engine - gearbox - suspension/axles etc (the running gear). One could also add the car's paint finish if that also dated from the era in which the car was active at frontline level. And if it retained each of those five contemporary core features, then that vehicle would be truly exceptional - historically and qualitatively perfect.

Any surviving car which retains four of those five critical elements would also be pretty good, worthy - above average. Any car retaining three of those five could be termed average. Any car retaining only two of those five would be moderate. And featuring only one of those five features is pretty poor.

There is, however, a trump card in the pack. If the 'one' original item is the chassis frame, then the car assembled upon it is several times more justified than any other combination in having a claim to the identity's original history. To post a worthwhile claim to 'a history' the chassis' survival is truly crucial.

Why should that be so? Simply because that chassis frame would be the single unifying part of the structure which in period reacted to the inputs of contemporary drivers - in the best cases, of one of the greats...

Even then there is another consideration which could confound us. That is the vexed question of such a divided structural entity as in a Jaguar D-type or E-type. Trust the British Midlands motor industry to screw us up. The Jaguar design's structure combined a central monocoque 'tub' or unibody with attached tubular frame sections supporting front and rear suspensions, and the minor matter of an engine. Neither the D's central tub nor the

subframes could provide independent mobility. A D tub with rear frame would carry rear wheels only - no fronts, a belly dragger. A tub with front frame but no rear frame would boast front wheels only, a belly dragger...

Arguments have raged for years over which of those two major assemblies - tub and frame combinations - carries the whole car's identity. Literalists (with no soul, I maintain) regard the front frame as carrying the identity because that's where the number is stamped (and Jaguar sometimes described the front frame as the 'chassis'; and the tub as the 'body'). On Jenks' 1924 Grand Prix Sunbeam a front dumb-iron was stamped 'FRUNT'. Similarly straight-line industry thinking.

I and other like-minded enthusiasts instead regard a D-type's central stressed-skin tub as having the greater claim to the identity, simply because that's the bit that unifies the structure into a runnable entity, which carried the driver, and whose external surface was visible to spectators as the car was being raced, or as it drove by.

No doubt everyone here will have their own notions as to what embodies the essential spirit and history of a worthwhile car - what lays adequate claim to 'the history' - and some dopes/dealers/shysters will even believe that 'the history' lies within the gift of any transient owner, for

him or her to transfer as convenient from an old heap of scrapworthy junk to a brand-new replacement... We all know that's happened.

In any case, our quality-cum-value scale seemed to make pretty good sense to Jenks and to me. But I do accept that we bearded blokes with lifelong motor mania can be... well... unusual...

"On Jenks' Sunbeam a front dumb-iron was stamped 'FRUNT'"

Doug Nye is the UK's leading motor racing historian and has been writing authoritatively about the sport since the 1960s



ANDREW FRANKEL

"Why don't I use an old car to drop essentials at the in-laws? It's because I fear being judged"

WHEN DID YOU LAST SEE a nice old car on the road? I can't even remember. Of course there are reasons: it's the wrong time of year and all the pubs are shut so you don't even see those hardy souls who might normally venture out to a noggin 'n' natter with their local car club.

But I think there's something else going on: obviously we're not allowed to go anywhere unless the journey is essential, yet there's no rule determining what you might drive on such occasions. And in any other year I would often fire up some elderly crotch of mine and wobble off to the supermarket even in winter, just to give it a run if there was not too much salt about. So why don't I use an old car to, say, drop off some essentials at the in-laws? It's because I fear being judged.

It's ridiculous I know, and having spent so long convincing myself I really don't care what others think of me, it's disappointing to discover that, actually, I do. But if I saw some neighbour heading out in a classic car with a big grin smeared across their face, would I automatically assume that this was an imaginative way in which to conduct an entirely essential journey? Or would I in fact conclude that they were not taking this crisis seriously, were breaking the law and putting us all in danger? I can't promise it wouldn't be the latter. So the old dears stay in the shed.

But what I have found is that their absence makes me completely readjust my definition of what today constitutes an interesting car. Cars I'd never even have looked at I might now actually cross the road to scrutinise. Cars I've found myself peering at in just the last week include a Mk1 Mazda MX-5, an Alfa Romeo 147 (not even a GTA) and a rather dog-eared 996 generation of Porsche 911. And being human and therefore a member of a highly adaptable species, I've found my interest thoroughly

piqued by such modest machinery so I'm missing the true classics and exotica far less than I'd have imagined. What will happen when I next see something truly rare and special, like a Dino perhaps? I'll probably explode.

IT'S NOT JUST OLD CARS I FEEL GUILTY ABOUT driving at the moment, it's any car. Every time I go anywhere I carefully rehearse what I'm going to say to any member of the law-enforcement community who might ask me where I'm heading. There is no need for this at all, because I am allowed to travel if it is essential. It is sadly essential that I earn a living, and I cannot drive cars at home. But once acquired, a guilty conscience is seldom shed.

I STILL FELT CRIMINAL SETTING OUT FOR Norfolk from the Wye Valley, a journey fully 500 miles there and back. But I was going to Lotus to drive Colin Chapman's old Esprit and experience the last Elise, which I will review next month.

I also got to spend some time with Colin's son Clive who will probably need no introduction to an audience such as this. Like everyone else in the sport, Clive's Classic Team Lotus has been grounded for much of the last year, but he's pinning hopes on some semblance of normal service being resumed in time for the Monaco Historic Grand Prix at the end of April, at which he will be running no fewer than eight cars.

In the meantime his hands are full finishing off the restoration of the Lotus 56B. This car was the unique F1 evolution of the Type 56 Indycar, one of which took pole at the Brickyard in 1968 before retiring in the race. The F1 car retained the 56's Pratt & Whitney PT6 gas turbine engine and its Ferguson four-wheel-drive system, and had it been ready to race at the same time as the Indycar, maybe it would have done a little better and evolved further.

In the event the car was only wheeled out in 1971 and started three world championship grands prix. At Zandvoort Dave Walker slid off in the wet, while at Silverstone Reine Wisell was so far behind at the finish he wasn't even classified. But at Monza, a circuit well suited to gas turbine characteristics, Emerson Fittipaldi came home eighth, a feat almost completely ignored due to the battle out front turning into the closest, fastest grand prix in history.

Clive says that for him its restoration is right up there with that of the Lotus 38 Jim Clark raced in the 1967 Indianapolis 500. He hopes the 56B will be ready for Emmo to drive later this year. What a sight that would make.

ONE INTERESTING OLD CAR SEEN NEAR ME WAS a liquid yellow Phase 2 Renault Sport Clio V6 - that mad mid-engined thing engineered by Tom Walkinshaw Racing and produced in the early part of this century. I know this because I was in it, purely for evaluative purposes you understand.

It's one of those cars that was pretty rubbish even when new by any objective criteria: overweight, underpowered, tricky on the limit and too expensive for its shabby interior. But I just loved being in it then and still do. It's quite hard to quantify why, other than to say it belongs to a rare and dwindling species of cars designed by free thinkers not to serve a certain apparent market demand, nor even to homologate a competition version, but just because they can. It felt not just wilfully unconventional, but somehow special as a result. The final extinction of such machines is just one of many things I fear from our increasingly electrified future.

"This restoration is up there with that of Jim Clark's Lotus 38"

A former editor of *Motor Sport*, Andrew splits his time between testing the latest road cars and racing (mostly) historic machinery. Follow Andrew on Twitter @Andrew_Frankel



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Electric ponyland

There's a Mustang motif between the lights, but **Andrew Frankel** can't see the Mach-E stealing scenes in a Bond blockbuster

REMEMBER THE ORIGINAL MACH Mustang, the Mach 1? Introduced in 1969 as a high-performance version of Ford's original pony car, it went on to fame and fortune, not least in a starring role in the Bond caper *Diamonds Are Forever*. A 7-litre V8 probably helped too. Excellent. Now forget it. Completely. Because while the name of this Ford Mustang Mach-E differs by just one letter, it is as far removed in time and concept from the Mach 1 as was the Mach 1 from the Model T.

It shows just how hard Ford is trying to sweep up stardust dropped over half a century ago, and sprinkle it on what is, after all, an electric SUV. You won't even find a Ford badge on it, not least because it reckons customers will be far more likely to part with nearly £60,000 for a Mustang than they will a Ford.

Is this quite the desecration of the Mustang name it might at first appear? Well, no but only because you can still buy a V8-powered

rear drive, manually operated Mustang coupé, and long may that remain the case. But you suspect that Ford has dropped hundreds of millions into this new generation because it knows the days of the traditional version are well and truly numbered.

For now, the most useful thing you can do to understand this car is to forget it's a Mustang at all. Think of it as the Ford Fullsize SUV or FFS for short, and suddenly all becomes clear. It is a conspicuously good-looking example of that kind of car, quite sleek and with styling cues designed to remind the buyer of another kind of Ford whose name should not now be mentioned.

You can configure it almost any way you like: two-wheel drive, four-wheel, standard battery, big battery, the choice is yours. The car that visited British journalists the other week was predictably in top-of-the-range guise, though you can buy one for just over £40,000. And it's a very easy car with which to live. With the big battery, its range is among



the best, rated at 336 miles, which means it will probably do 280 miles or so on a gentle run in pleasant weather. On the way occupants will find both the front and rear spacious, comfortable and convenient. I was drawn to the luggage area under the bonnet, known in America as a front trunk or 'frunk', which is lined in hard plastic and comes complete with drain holes so you can fill it up with beer cans and cover them in ice, providing the perfect solution to a long weekend away at the races.

The interior is dominated by an enormous 16in centre screen mounted in portrait format and which works even better than Tesla's equivalent. And unlike a Tesla Model 3, which requires you to take your eyes off the road every time you want to know anything, the Ford provides an instrument display where you'd expect to find it: in front of your face.

What you won't find is any incentive to drive it hard. It may have 346bhp, but with 2.1 tonnes to tow, its power-to-weight ratio is similar to that of another performance Ford, the Fiesta ST. Unlike the Fiesta however, it is delivered with nothing more than a distant whirring unless you choose the ambitiously entitled 'Untamed' driving mode. Do this and it makes a noise it thinks is a V8, but is closer



Sensible position of the digital instrument display, and not a Ford badge in sight



Perhaps a hint of oversteer if thrown into a corner but the handling is pure two-tonne SUV

“This is not a machine that anyone is ever going to get in and drive for the hell of it”

to the sound a 1970s synthesizer might make if programmed by a 12-year-old trying to reproduce the noise of a V8.

It handles well enough, but only by the standard of two-tonne SUVs. Body movements are well controlled and if you really lob it into a corner you can make it oversteer a bit, but the steering is pretty lifeless and you can never escape the sense of the car's heft. This is not a machine that anyone is ever going to get in and drive for the hell of it. Perhaps that will change when the Mach-E GT arrives at the end of the year armed with over 110 additional horsepower, more torque and a 0-62mph time of 3.7sec. And perhaps it won't.

For now, what you're looking at is nothing more or less than a quite attractive family electric SUV, which may lack the cachet of a Polestar 2 or the look of a Jaguar I-Pace but in terms of raw ability is at least as good as either. It feels like a quality car in a way I just don't

FORD MUSTANG MACH-E AWD EXTENDED



- **Price** £57,030
- **Engine** Front and rear electric motors, 88kWh battery ● **Power** 346bhp
- **Weight** 2107kg ● **Torque** 428lb ft
- **Power to weight** 164bhp per tonne
- **Transmission** Single-speed automatic, four-wheel drive
- **0-62mph** 5.1sec ● **Top speed** 112mph
- **Range** 336 miles (WLTP) ● **CO₂** N/A
- **Verdict** Premium Ford takes Mustang name into a silent future; so long V8!

associate with Fords. And I can see its purpose too, on all those tedious weekly journeys when a V8 would be profligate and increasingly socially unacceptable. I expect also that many in the US will at the weekend revert to a rather lower-slung Ford, also with a pony on its nose but a V8 where this car provides only a frunk.

The truth is, they share nothing other than a badge. One is purely transport and effective in that role, while the other is a dinosaur, a relic from another era handed one last task, namely to survive long enough to validate the Mach-E, to get owners over that transitional hump and accept that this is now the way the world must be for cars, Mustangs included. Then I expect that it too will be replaced by another cool-looking coupé, one powered by electricity alone. It will look like a Mustang but, unlike the Mach-E, will need to be as good to drive. And it is that which presents Ford with the greatest challenge of all. ●

Enthusiasm curbed

Cheaper than its Golf R sibling but the Sportback is no match

IT IS A CURIOUS STATE OF AFFAIRS, BUT one that has existed for so long it can no longer be considered a matter of luck or coincidence. Yet again Audi has taken over the essential mechanical specification of a Volkswagen and made it worse. It can't be true, but it's beginning to look like policy.

This new Audi S3 sits on the same platform, uses the same engine, gearbox and suspension architecture as the VW Golf R. To be fair, the latest Golf R has yet to make it to the UK but compared to the previous car the S3 has the same punchy performance and slick seven-speed double-clutch gearbox. So far so good.

But the chassis feels wooden. It does what's required of it, offering copious amounts of grip and accurate steering, but this is colour-by-numbers handling with no sense of enthusiasm for the job. There's not much information fed back from the road surface and while you can kill its inherent desire to understeer with a sharp lift of the throttle, it



Fourth-generation S3 has the looks and fantastic grip, but information between the road and driver is lost in translation

lacks that gorgeous ability to flow from apex to apex that made the Golf R so enjoyable to drive. And as if that weren't enough, the ride quality isn't up to much either.

What's left is a good-looking car with an exceptionally solid feel and a well-designed interior. And while it's competitively priced (and actually cheaper than the next Golf R), there's still not enough on offer to a discerning driver to gain a recommendation here.

AUDI S3 SPORTBACK

- **Price** £36,315 ● **Engine** Two litres, four cylinders, turbocharged
- **Power** 306bhp at 5450rpm
- **Weight** 1575kg
- **Power to weight** 194bhp per tonne
- **Transmission** Seven-speed double clutch, four-wheel drive
- **0-60mph** 4.8sec ● **Top speed** 155mph
- **Economy** 35.3mpg ● **CO₂** 183g/km
- **Verdict** Does its job with little flair

Not such a bright spark

Porsche's rear-drive entry level electric Taycan falls flat



THIS WAS THE TAYCAN I MOST looked forward to. It stood to reason: in my experience, the cheaper the Taycan the better it has been. No one needs the absurd punch of the Turbo and Turbo S when the far more affordable 4S is still startlingly rapid and thousands cheaper. This entry level Taycan would continue the trend, not least because it loses its front electric motor and driven wheels, making it the only rear-engined, rear-wheel-drive model on sale. It's the Taycan's answer to the 911.

Except that's not how it turns out. The less-is-more principle that applies to the 911 fails to translate into the digital world. Because here pretty much the only exciting thing electric cars do is go fast, and this one doesn't. Indeed its 0-62mph time compares unfavourably to that of a Ford SUV reviewed on the previous page. And, yes, too much performance is a real concept with electric cars in general and the Taycan in particular but so too, it turns out, is not enough.

Of course it is usefully (almost £13,000) cheaper than a 4S, but it only offers 11 miles of additional range and no extra luggage space where that front motor was located. You lose 90kg but that's only four per cent total weight. It's still part of the family of models which are the best electric cars on sale and if you just want a Taycan, in all other areas it's as good as you'd expect, but the 4S was and remains the best of the breed.

PORSCHE TAYCAN WITH PERFORMANCE BATTERY PLUS

- **Price** £70,690 ● **Engine** Rear electric motor, 87.3kWh battery
- **Power** 375bhp (469bhp with launch control) ● **Weight** 2130kg
- **Power to weight** 176bhp per tonne
- **Transmission** Two-speed automatic, rear-wheel drive
- **0-60mph** 5.4sec ● **Top speed** 143mph
- **Range** 253-301 miles ● **CO₂** N/A
- **Verdict** In the shadow of the 4S

DK

Engineering

Est. 1977



Ferrari F40 LM

1 of just 19 LMs built

In 2010 this LM received a full overhaul at Michelotto and has since spent its time in a private UK collection.
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B O O K S

A history to set your pulse racing

If you consider yourself an Aston Martin buff, then prepare to be amazed. **Gordon Cruickshank** ups his pre-war knowledge

TWO MOVEMENTS HAVE BEEN clear recently in the car book publishing world - the rise of self-published works, thanks to the availability of digital publishing programs, and the increasing market share of costlier, lavishly produced volumes. These two streams appear to have come together with this book, which is privately published by the current owners of the car in the title - Aston Martin LM10, effectively the works development car for the company's pre-war Le Mans racers. Not that this book has been created on a home PC: on the contrary it is professionally produced and smartly designed with quality reproduction and paper stock. Not bad value at £75 either.

They have also chosen soundly for their author: Jonathan Wood has garnered plenty of awards for his car books, not least the RAC Specialist Book of the Year, which we judges awarded him in 2016. This is as thoroughly researched as any of his previous work (even though he said after his last two books that he wasn't going to write any more...). There's a connection in that Hugh Palmer previously owned one of the super-rare Squires, subject of a previous *meisterwerk* of Jonathan's.

That word 'and' in the title is significant: this is not merely a history of the Palmers' car, important though it is in the marque's story. It is very much about the people who created Aston Martin, and Wood devotes the first three chapters to the firm's genesis as Bamford & Martin and its progress through many a financial crisis to a stable period when the Sutherland family took over. Much of the information on the company's early days, garnered from AM archivists, is apparently published here for the first time. I'm not Aston-literate enough to pick out all that's new



Aston Martin and LM10
Jonathan Wood
Palmer, £75
astonmartinlm10.com

from Jonathan's wide research, but now I know that Lionel Martin's wife was known as 'Calamity Kate' and that there were 'Aston-Martin Boys' before there were Bentley Boys.

Wood offers absorbing diversions into, for example, the disappearing hyphen in Aston Martin and the metamorphosis of the stylised wings on the badge that we know today. Biographies of figures major and minor add to the depth - for instance what happened to 'Bert' Bertelli after he walked out of Aston Martin in 1937 - as well as the owners and racers of LM10 itself and other Aston people.

Why should this one car merit an autobiography of its own? One of the three works competition machines of 1932, it has thrice finished Le Mans which would be good enough qualification (and better than some single-chassis histories offered lately). But having been sold after winning its Le Mans class in 1932, LM10 was bought back for the factory's '33 entry, to be driven by journalist-



Chassis LM10 is still a public figure, seen here at Brooklands for the marque's centenary in 2013



Despite having had its mudguards hastily braced, LM10 finished the 1932 Le Mans race in fifth place

racer Sammy Davis, and became the works development vehicle on which the team tried many a modification and improvement which went into the showroom Le Mans models and the later Ulsters. This section includes a rundown of Le Mans history including explaining the handicap system and the Rudge-Whitworth Biennial Cup, motor racing's equivalent of the offside rule... And if I add that he goes on to include a picture of the rather Deco-style Biennial Cup itself, the first I've ever seen, as well as the name of its maker you'll see the degree of research Wood has gone to.

Once released again into the wild, LM10 had a string of enthusiastic owners including racers Reggie Tongue and Tony Gaze. Gaze recalls being summoned from a pub because LM10 had dumped a huge pool of oil in the road outside. I know just how he felt - I once



“Wood explains the Rudge -Whitworth Biennial Cup – motor racing’s equivalent of the offside rule...”

ruined the flag stones outside a smart Gloucestershire hotel when my Mk2 Jaguar decided it didn't need to be full of oil, and my Alfa 164 did the same thing outside a hotel in Bayeux. But I remind myself what vintage stalwart Roger Collings said to me when his 1912 Brixia-Zust dribbled all over the *Motor Sport* car park: “She’s an old lady - she’s entitled to be incontinent.”

Most of her owners have kept LM10 competing, whether racing, hillclimbs, or speed trials, later extending to the Mille Miglia and Le Mans Classic, so there is plenty

of coverage of these later eras, though Dr Palmer has decided the car should now retire from competition while still attending events. But I found myself returning again to the car’s pre-war days, and especially its time as a works entry, which offers some very atmospheric photos - for example, some lovely pictures of the team picnicking by the roadside *en route* to the 1933 Le Mans race, with LM10 parked casually on the verge.

Careful listings of LM10’s race results, as well as those of her sisters, plus adverts and drawings offer visual elaboration, while

human tales abound in Wood’s airy text, such as the accident-prone Mort Morris-Goodall falling out of a truck and promptly being stung in the eye by a wasp. Another is about Elsie Wisdom: when her LM7 threw a rod during the 1933 race she explained it to trackside officials with a crisp “Voiture bang!” Which immediately became a team saying, and will probably become one of mine. ◉

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EV Starr caught some candid moments in an era when smiling wasn't uncool...

A fly on the pit-wall

An unknown amateur photographer's work has surfaced in this new volume of unseen photos. **Simon Arron** scans the shots

GEORGE MONKHOUSE, LOUIS Klementaski, Bernard Cahier, Geoffrey Goddard, Michael Cooper... Motor racing was covered by some very fine photographers in times gone by - and there were others of equal gift.

It is unlikely, however, that you will have heard of Edwin Vernon Starr, at least until now.

While he shouldn't be added to the group above, Starr (1912-2000) appears to have been a keen enthusiast with a handy knack for finding his way into the pits at major motor racing events, for which it seems he was never accredited. The title refers to the ticket price for the 1962 Silverstone International Trophy...

The book has been a long time planning. Co-author Tim Beavis acquired Starr's archive at an auction in 2004 - and his desire to turn it into something tangible eventually gained momentum after he and Guy Loveridge discussed the possibility of publication (beer might have been involved). This is the result.

The images have never previously been seen publicly. Most of the content here is from the UK, though there are also shots from the 1961 Belgian GP at Spa and the 1967 French GP at Le Mans Bugatti. There is some action, reduced in scope by the limited access Starr had, but it's the pit and paddock scenes that

add zest. There are some wonderful portraits and cockpit studies of Jim Clark, Jackie Stewart, Graham Hill, Chris Amon, Jack Brabham and others, plus Jacky Ickx looking about 12 and saloon racer Anita Taylor having a fag in the paddock at Oulton Park. (There is also a photo of *Motor Sport*'s Denis Jenkinson - "unusually smart", says the caption! - listening to a chat between Clark and Tony Brooks.)

As well as the authors' comprehensive notes, there are contributions from John Surtees - who rifled through some of the images at the *Motor Sport* Hall of Fame Awards in 2016, a year before he died - Jackie Oliver and former grand prix driver Jack Lewis.

It would be wrong to suggest that every photograph herein is a slice of artistic genius, but Mr Starr had a good eye to complement what was clearly an enterprising spirit. Nowadays, some drivers manage to sound miserable even when they've won a grand prix; the striking thing here is the abundance of smiling faces, drivers who were happy simply to be involved with the sport they loved - a refreshing snapshot of a different age.



ADMISSION 7/6 - EV Starr Snaps the '60s Speed Merchants
Tim Beavis & Guy Loveridge
DLP, £40, ISBN 9781900113144

DON'T WASH MINE

Kirk White

'A car dealer's memoirs' sounds dry, but Ferrari specialist White's tales cover handling truly fine machines (he bought a T57 Bugatti Atalante for \$4000), running a race team, his involvement with Penske, Mark Donohue and the Sunoco Ferrari 512S, founding a classic auction business, trading and racing model cars, restoring motorbikes and hot rods and collecting tinsplate toys. A bit of a ramble through deals, losses and bust-ups, but some lively tales of 'Mr Unfair Advantage' and racing. **GC**
Dalton Watson, £75,
ISBN 9781854433121

VAUXHALL IN MOTORSPORT

Mario and Edmund Lindsay

Between racing and rallying Vauxhall has a wide sporting history, collected here by two marque-mad brothers from 1904 to last year's BTCC entrants. There's plenty on the recent saloons but most will want to flick back to the famous days of Firenzas, both Berthas and the DTV Chevettes I recall so well blasting me with gravel in the forests. Self-published but a better-looking effort than most, with plenty of pictures and history plus info on teams and privateers, including the Lindsays and their Vauxhall exploits. **GC**
Available from: marioglindsay@gmail.com
£14.95 plus £4.80 P&P

SHUTTER & SPEED 2

Gary Critcher

The first book in this series was a collage of curios - photographs the author has acquired, not all of professional quality but interesting because of the subjects they portrayed. This is not quite as diverse, but there are still numerous delights within - not least a reminder of why the perimeter road in Crystal Palace Park really should be turned back into a racetrack. And it's not every day that you stumble upon photographs of a 1958 sprint at Catterick Army Camp... in colour. **SA**

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Photo: Courtesy of Romans International



Reigning champion Scott Dixon will be looking for his seventh title; last season he won the first three races

The waiting is over

After Covid rescheduling, an all-star cast gathers for the start of the 2021 IndyCar season. Here's what you need to know...

IndyCar's delayed season gets underway at Barber Motorsports Park and it's a star-studded grid in 2021. Scott Dixon defends his crown against familiar faces and championship-calibre rookies, as seven-time NASCAR Cup champion Jimmie Johnson and Australian Supercars champion Scott McLaughlin arrive on the scene in what is sure to be an intriguing season.

Romain Grosjean has confirmed he will be competing in select rounds of the 2021 season on circuit and street layouts with Dale Coyne Racing with Rick Ware Racing. Arrow McLaren announced it will have a new line-up for 2021 with the arrival of Felix Rosenqvist, but also has a headliner in the car in the form of Juan Pablo Montoya, who will attempt to win the Indy 500 once again in May.

James Hinchcliffe is back at Andretti Autosport full-time after his handful of appearances last year, and Simona de Silvestro will take on Indianapolis as part of the all-female Paretta Autosport outfit.

Calendar-wise, the Music City Grand Prix in Nashville, Tennessee is scheduled to host its first IndyCar race in early August though

April 18

IndyCar's delayed season gets underway at Barber Motorsports Park and it's a star-studded grid in 2021. Scott Dixon defends his crown against familiar faces and championship-calibre rookies, as seven-time NASCAR Cup champion Jimmie Johnson and Australian Supercars champion Scott McLaughlin arrive on the scene in what is sure to be an intriguing season.

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Juan Pablo Montoya will be competing in his first Indy 500 since 2017, with Arrow McLaren

MOTOGP – GRAND PRIX OF DOHA

April 4, Losail International Circuit, Qatar

The second of two Qatar races, the Grand Prix of Doha is the first alteration made to the 2021 calendar after Covid-19 impacted the original plan. Ducati's Andrea Dovizioso was the winner in Qatar in 2019, but will the team's new line-up produce the goods this year?

FORMULA 1 – EMILIA ROMAGNA GRAND PRIX

April 18, Autodromo Internazionale Enzo e Angelo Draghi, Imola

Imola is back again on the Formula 1 calendar as it plays host to round two of the 2021 season. Last year it was Mercedes and Lewis Hamilton that were victorious as overtaking proved tricky, but altered '21 cars may change that.

WEC – 8 HOURS OF PORTIMÃO

April 4, Vila Real, Portugal

A new season and a new era in the World Endurance Championship begins in Portugal, as the 6 Hours of Portimão replaces the 1000 Miles of Sebring. Toyota and Glickenhaus have both entered two hypercars, while Alpine will compete with a grandfathered LMP1 effort.

NASCAR – BLUE-EMU MAXIMUM PAIN RELIEF 500

April 18, Martinsville, Virginia

After its first foray on dirt since the '70s, NASCAR sticks with the short-track racing and heads to Martinsville. Last season, reigning champion Chase Elliott put together a gutsy drive to set up his shot at the title. Can he repeat his performance?

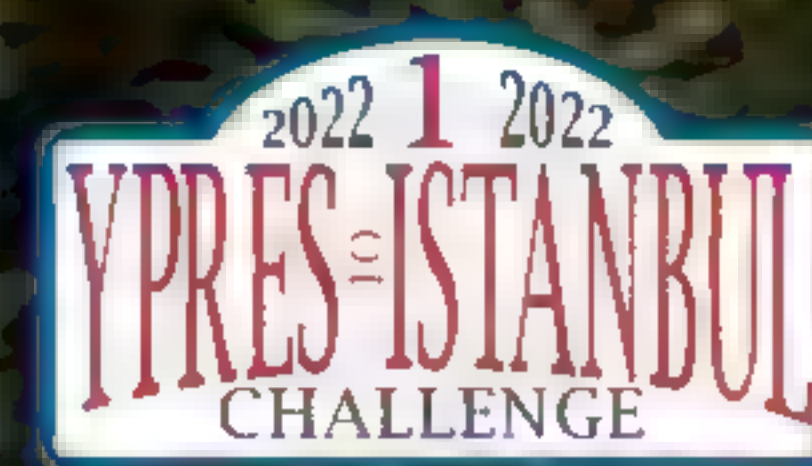
FORMULA E – ROME ePRIX

April 24, Rome, Italy

A brand new circuit layout in Rome will play host to the third round of the Formula E 2020/21 season. The track will go through the Palazzo della Civiltà Italiana and Ninfeo Park and feature plenty of elevation and road-surface changes.

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| April 22-25 | World Rally Championship – Croatia Rally |
| April 24 | Formula E – Valencia ePrix |



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2 to 7 September: Highland Thistle Rally OPEN TO ENTRIES

2 to 12 October: Carrera Italia OPEN TO ENTRIES

2022

25 to 27 March: Generations Rally OPEN TO ENTRIES

1 to 12 May: Carrera España PRE-REGISTER

13 June to 3 July: Ypres to Istanbul Challenge OPEN TO ENTRIES

25 Sept to 1 Oct: Vintage Dolomites PRE-REGISTER

2023

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THE MOTOR SPORT INTERVIEW

Herbie Blash

He's never been one to generate headlines, though he has worked with many who have – not least Chapman, Rindt, Ecclestone, Lauda and Piquet. Time, then, to usher him into the spotlight

PORTRAITS: RICHARD DAVIES



Now in his seventies, Herbie is still involved with the nuts and bolts of motor racing

GIVEN THE FANFARE THAT accompanied his departure as Formula 1's deputy race director in 2016, you might imagine that Herbie Blash - gofer at Rob Walker Racing, number two mechanic to Jochen Rindt at Lotus and long-time Brabham team manager, among other things - would have spent the past few years with his feet up, looking back on a life he acknowledges to have been "privileged".

He was barely out of his teens when he began travelling around the world with the sport he loves, but he hasn't exactly applied the brakes since stepping away. He has always had a habit of wearing different hats, has worked with Yamaha for some 30 years and maintains a role with the Japanese firm as a consultant to its World Superbike team. He is as busy as ever at 72 and it took several months to prise him away from endless conference calls as he and his counterparts fought to shape a workable WSBK calendar in a Covid world.

We meet in West Sussex to chat about his life, some elements of which might surprise. For instance, Chichester University awarded him an honorary business doctorate for services to motor racing. "Not sure why," he says. "I've never mentioned that to anybody."

Motor Sport: *You were born Michael Blash, yet everybody in the sport knows you as 'Herbie'. Why is that?*

Herbie Blash "When I started working for Rob Walker, my first job as an apprentice on the road car side, Tony Cleverly was chief mechanic for his racing team and for some reason nicknamed me Herbie. I thought I had a chance to go back to being Michael when I joined Team Lotus, but I arrived in Norfolk and went with the lads to the pub for a game of darts. When they put me up on the scoreboard as Herbert, I pointed out that my name was Michael and that was the worst thing I could have done. After that I was Herbie

and never did shake it off. Away from racing, everybody calls me Michael. My wife's mum always thought she'd been dating two people."

M *How did you first tune in to motor racing?*

HB: "Once each term at junior school we would have an afternoon of films, including the old Shell motor sport documentaries, which hooked me. I was also following motocross - or scrambling, as it was called - on TV. From the age of 12 I was driving tractors through the fields on a smallholding, where I also had use of a Ford Popular and a Triton motorcycle with no rear suspension. I used that for my own version of motocross, so I already had an interest in mechanical things."

M *At 16 you began working at Rob Walker's Pippbrook Garage in Dorking, where his racing team also happened to be based.*

HB: "I was hired for a role in the main garage, though there was a special area set aside for the sportier cars, such as Lotus Cortinas, and I was lucky to have an opportunity to work on those. And then I was asked to wash the race truck. After that, whenever I had any spare time, I'd always try to get to the racing side to polish the cars or practise a spot of aluminium welding - anything that would help me learn."



In the thick of it in 2017, deep in conversation at Donington Park in the pitlane with Yamaha



Jochen Rindt's Lotus keeps Herbie busy at the 1970 Spanish Grand Prix, although the car would retire on lap nine

"At that stage I'd never attended a race, but I went with Rob's team to the 1965 *Sunday Mirror* Trophy at Goodwood. We ran Brabhams for Jo Siffert and Jo Bonnier and I was the gofer. The thing I remember most is that Jim Clark won everything - the F1 feature in a Lotus 25, the British Saloon Car Championship race in a Cortina, the Lavant Cup in a Lotus 30. I know it's impossible to draw comparisons when discussing drivers from different eras, but I do think he was probably the best there has ever been - and certainly the best I ever saw."

M When did you make a full-time switch to working on racing cars?

HB: "Not until I joined Team Lotus at the end of 1968 - an indirect consequence of a horrible workshop fire at Pippbrook. Jo Siffert had crashed Rob's Lotus 49 during the Race of Champions at Brands Hatch and it was being stripped down prior to the monocoque being sent to Lotus for repairs. It could have gone back as it was, but one of the mechanics decided to remove a couple of bits that were pop-riveted to the chassis - and he was using an electric drill. In those days we washed

everything off with petrol and there were trays of the stuff lying around. A spark from the drill landed in one and the whole place just exploded. Tony Cleverly and I were stuck in the corner, but there was a window and we were able to get through that. There was nothing we could do. We just had to stand and watch Rob's racing history go up in smoke. The building burned for nearly two days.

"In some ways, it became a positive for me. I did a lot of van driving for the team and after the fire often visited Lotus to collect parts, which meant I got to know the people there. They offered me a full-time job at the year's end."

M But Lotus didn't hire you as a van driver...

HB: "No! I was straight onto the race team as number two mechanic on Jochen Rindt's car for 1969, working alongside Eddie Dennis. We did two seasons together and I was also assigned to Graham Hill at Monaco in '69, after Jochen had been injured in Spain. Socially Graham was fantastic - he'd always

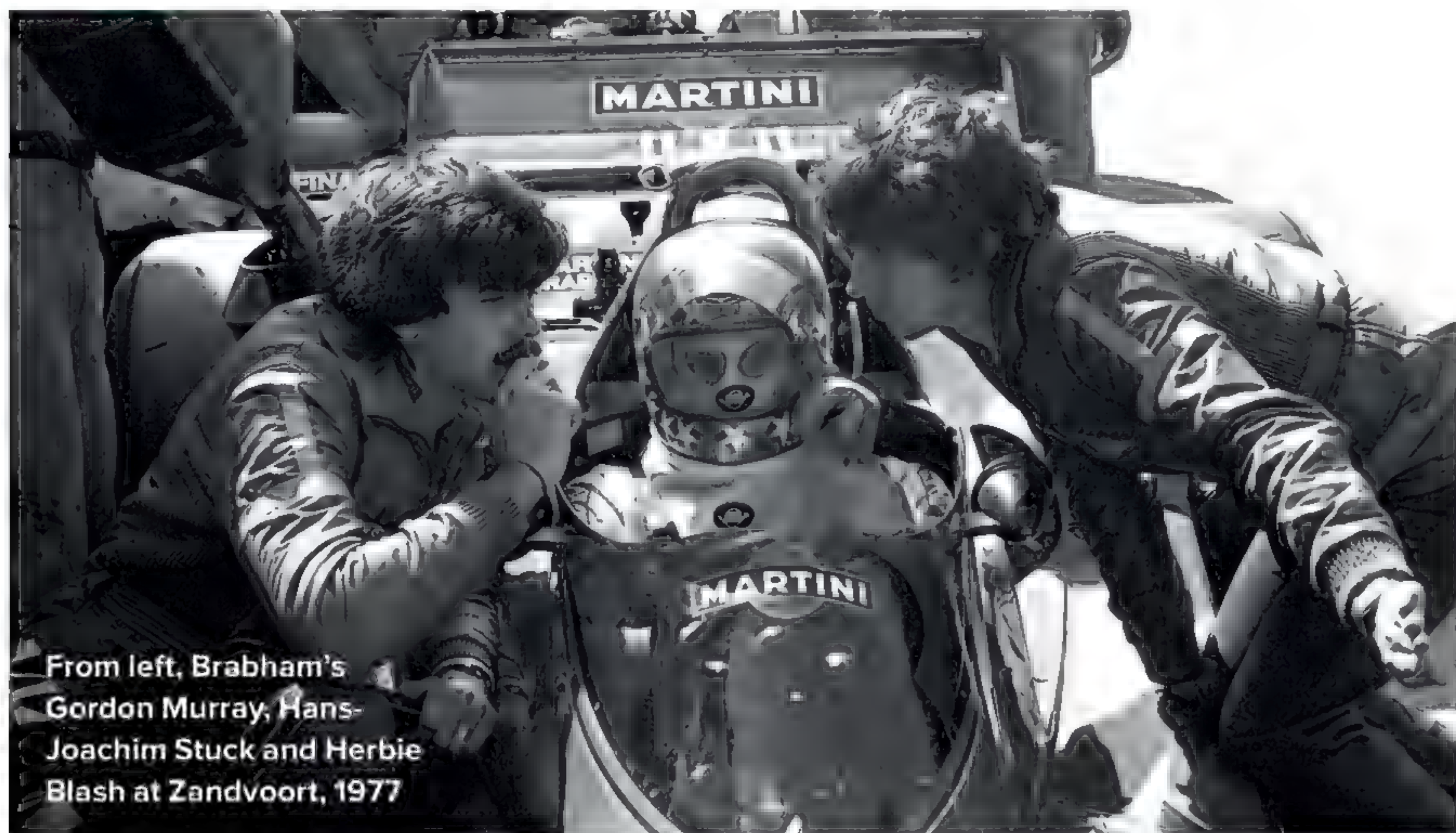
buy the lads a beer - but in work mode he was very demanding. We used to have spacers on the steering column and he decided he wanted the wheel one quarter of an inch closer to him. Colin Chapman would always produce a job list, 1-20, and Graham would do likewise. I got the impression that Graham was just filling up the numbers, so on this occasion I ticked the sheet to say I'd moved the wheel - though I hadn't actually touched it. The following day

he decided it was now too close, so he wanted it adjusting again!"

"A spark from the drill landed in a tray. The place just exploded"

M Death wasn't unusual in the sport - and you lost Jochen, the first driver with whom you'd worked on a full-time basis. Did you regard such things as an occupational inevitability?

HB: "Yes. You have to remember that the sport had been through a terrible time over the previous couple of seasons. Many teams were staying at the same hotel for the 1969 German GP and I remember seeing Gerhard Mitter in the breakfast room. We were chatting about a trip to the bowling alley ◻



From left, Brabham's Gordon Murray, Hans-Joachim Stuck and Herbie Blash at Zandvoort, 1977

that evening, but he was no longer with us by then. I think that was the first time it really had an impact on me.

"Most of the team left Italy quite soon after Jochen's fatal accident, but I was left behind with Bernie Ecclestone [then Rindt's manager] to sort out various bits and pieces. I had to take Jochen's car back to Switzerland. His wife Nina was waiting on the balcony when I arrived, and Piers Courage's widow Sally was already there, trying to comfort her. Jochen's daughter Natasha was about two at the time and came to the top of the stairs, shouting, 'Papa, Papa.' That's something I'll never forget.

"I did consider quitting the sport at that point. I travelled back to the UK with Piers' brother Charles and sat there thinking, 'Nah, this isn't for me.' It didn't take long for me to change my mind, though. I'd been thinking about managing my own F2 team and Lotus was going to build a car for me to run in 1971. That didn't happen, however, because the money never arrived. One of the Lotus guys, Mike Young, had left to work for Frank Williams and he asked if I'd like to join him."

M *The internet claims you left Lotus after a massive row with Colin Chapman, which means it probably isn't true...*

HB: "It isn't. There was a story going around that I was trying to get everyone at Lotus to go on strike, but I don't know where that came from because it was nonsense. I did stand up for some of the guys against Colin, but he and I had few run-ins. There was one at Barcelona in 1969, my first year with the team. Colin had realised that the bigger the wing, the faster you went. After the first day of practice we went back to our base, a garage in Barcelona, and unloaded the cars. My job was to extend the front wing flaps, and in the process I used up one full big sheet of aluminium. Colin

arrived at about 4am with an idea for extending the rear wing, which meant they'd need the sheet of aluminium I'd just cut in half. He went ballistic, stormed out and dragged me with him. He told the guys, 'That's it, we're not racing - load up. We're going home...' He took me to an all-night café, told me about a carpenter who had cut too much from a door and how you must be careful not to go too far. When we went back to the garage, he wanted to know why everybody was standing around rather than preparing cars for the next day!

"On another occasion, I filled the saddle tank on a Lotus 49 while Colin and designer Maurice Philippe were standing nearby. I was doing this after an all-nighter and had forgotten to replace the drain plug, so the oil was running straight through onto Colin's beautiful suede shoes. He wasn't impressed."

M *Although you accepted that initial offer to join Williams, you didn't stay very long. Why?*

HB: "Because at that stage Bernie was set to buy Brabham and asked whether I'd like to give him a hand. I'd first met him in 1969 - I think at the Race of Champions at Brands Hatch, when he was with Twiggy and her manager Justin de Villeneuve, which impressed me. I knew nothing of his background, only that he was Jochen's manager. I liked him because at Monaco in '69, when Colin and Graham Hill were compiling their job lists, Bernie actually dragged Colin away before he'd completed what he was doing - his way of looking after the mechanics, making sure we didn't have too much to do. And joining Brabham would also give me a chance to run my own F2 team.

"My stint with Brabham didn't last long, though. On my first day, we were looking at

doing some mods to a BT33 and I drilled into the sideskin - as we would have done at Lotus. Ron Tauranac came in, screaming that I'd ruined his monocoque. We just didn't get on, so I decided to leave and went back to Frank Williams to look after Henri Pescarolo in F1 and F2... but it wasn't long before Ron moved on, at which point I returned immediately.

"The idea was that I would put together a works F2 team for 1973, with a smart articulated truck and three cars - for John Watson, Wilson Fittipaldi and Andrea de Adamich. John broke his leg at Brands Hatch in March, Andrea lost his engine deal and I ended up with a car for Wilson plus a van and a trailer. That season I was doing F1 and F2 where my chief mechanic was Gary Anderson, who of course went on to be very successful, and also sometimes kept an eye on our F3 programme."

M *How was life at Brabham at the dawn of the Ecclestone era?*

HB: "When the team was based in New Haw, after he'd first taken over, he would visit once a week. This Rolls-Royce would turn up and I'd run through the factory whispering, 'He's here,' so that everyone could put away their sandwiches and make sure they were flat out by the time he walked through the door. If he wasn't happy with something he would shout and scream; I don't know whether that was designed to put fear into people, but it did.

"We moved to Chessington, and it became procedure that Bernie would walk into the workshop and you'd hear, 'Heeeeerbbie!' - I'd have to take the brunt for everything, whenever somebody had failed to turn off the toilet light or whatever. It was always my fault!

"In 1978 I hired Charlie Whiting from Hesketh as chief mechanic. We worked together from that moment on. We used to be known as 'the odd couple' and it was a long marriage. The biggest difference between us was that he preferred Chablis while I'd order Sauvignon Blanc."

"Colin went ballistic, stormed out and dragged me with him"

M *You remained with Brabham until Bernie sold it in 1988 and worked with some exceptionally fine drivers. Carlos Reutemann...*

HB: "He was very emotional and could be led by other drivers - especially Jackie Stewart! Jackie would say to him, 'I wouldn't use those tyres.' They'd have been fine, of course, but in Carlos' mind they now weren't. He could be distant. He was once arrested for walking out of Harrods while wearing a golf glove for which he hadn't paid. He'd have tried the golf glove before being distracted by something else and forgot all about it - he certainly had

no intention to steal it. On his day he was absolutely untouchable, but he just wasn't sufficiently consistent. He should have beaten us to the 1981 world title when he was racing for Williams, but he was psyched out before we reached the final race in Las Vegas."

M Carlos Pace?

HB: "Given time he could have been a world champion - a brilliant talent, taken too soon [Pace was killed in a light aircraft accident in 1977]. He wasn't a hard worker but his natural ability could have taken him to the top. Now you'd need the dedicated work ethic on top of that, but back then cars were very simple."

M Is John Watson unfairly underrated?

HB: "Very much so. He won five grands prix, but imagine how many more he might have won if our car hadn't failed when he was leading. Could he have been world champion? Yes, in the right circumstances. If you mention his name today many won't know anything about him, but that's because he didn't make much of a fuss. Some others - James Hunt, for instance - promoted themselves naturally, whether or not that was their intention..."

M Andreas Nikolaus Lauda?

HB: "He was fabulous to work with. I knew him well before he joined Brabham, from his F2 days. I was with him in a small night club in Austria in 1973 when he told me he'd signed his Ferrari contract for the following season. He was sitting in the corner with his drink, which in this instance was a bottle of whisky. Perceptions are different when you look back at James Hunt and Niki Lauda, but Niki used to drink and smoke - and had a similar interest in chasing women - but he was more discreet."

"I remember tyre testing with him. Every couple of hours we'd go back to the control tyre to establish a benchmark time as the track evolved throughout the day - and we'd always finish on the control tyre, too. One day he was desperate to leave and I was insisting that we do one more run on control rubber. He thought it was pointless and told me exactly what time the tyre would do, but I sent him out anyway. I never used to show lap time boards during tyre tests because I didn't want drivers drawing conclusions until we'd finished, but he went back out... and was correct to within one hundredth of a second. After that, whatever Niki said was fine by me."

"When he joined us and tested for the first time at Interlagos, he set out and never came back. It took a while to find him, because he was buried beneath a pile of catch-fencing where he had been sitting, trapped. Somebody had accidentally drilled through a rear brake ◀



Herbie had a long association with Bernie Ecclestone (left), seen here with Gordon Murray in their Brabham days at the 1983 British Grand Prix. The team's drivers that season were Riccardo Patrese and Nelson Piquet - who would be crowned world champion in October



pipe, which didn't help. He emerged with no more than a cut hand, but at no stage did he shout or scream - it was just something that had happened, a fact, and that was Niki."

M *Nelson Piquet is rarely cited as one of the greats, despite everything he achieved...*

HB: "I know, but you don't win three world championships unless you are very special - and let's remember that he was up against Niki in his early days, then Senna, Prost and Mansell. I remember Niki saying, 'Jesus, this guy's a bit too quick.' In the early days his work ethic was second to none. He'd be in the factory, in the drawing office, talking to the mechanics, coming up with ideas. I first got to know him when he was racing in F3. To get extra straight-line speed in a race at Paul Ricard, he kept his belts slightly loose so that he could slide down a bit in the cockpit and gain an aero advantage along the Mistral Straight. From a safety perspective it was bloody crazy, but he was always looking for tiny advantages. He and Gordon Murray were a formidable team."

"I'd like to add, by the way, that people don't give Martin Brundle due credit. He was very naturally talented - and at the end of each race he would always do a full report in really good, clear detail, making suggestions about what we could do to rectify problems. He was quick, a hard worker and many folk don't realise just how good he was."

M *There was a driver named Blash who didn't quite match that description...*

HB: "Yes... that was at Zolder in 1975. We had just signed with Martini and they wanted to mount a camera on the car when we got to Monaco, to produce a marketing film. We were doing a private test and the cameramen turned up for a trial run during the lunch break. I asked Carlos Reutemann to jump in, but he wasn't interested because he wanted to eat so I decided to drive. It then started to rain heavily - and I was on slicks. I thought I was fully under control until the second lap, when I suddenly found myself flying through the catch-fencing. I walked back to the paddock and told Bernie I'd possibly damaged the rear wing endplates, but when it came back the rear end was hanging off, the front-left corner was missing and so on. I'm not sure Bernie ever saw the funny side. From then until the day he sold Brabham, every time I looked at my pay cheque I felt I was still paying for the damage."

M *Care to share any of the little tricks the team had up its sleeve?*

HB: "How far can I go? When we were testing in Brazil, we'd damaged a chassis and didn't have the spare parts. The car for the race had turned up, but was locked in customs. We managed to bypass all the airport security, break in and swap the cars at 3am, which meant we could continue testing. But the press got hold of the story and journalists were

swarming all over Bernie, who had just arrived and started screaming at me through my car window. I gave it a bootful of revs and dropped the clutch, but the handbrake was still on...

"We ran a lightweight car one year in Monte Carlo but put the heavier body panels back on before it was checked. And then there were the sidepod water tanks, which we'd drain before it went to the grid and then top up afterwards to restore the weight. In those days, even in parc fermé you were allowed to top up the fluids, which was a ridiculous rule - but we weren't the only team doing that. Everybody was at it."

"Remember that Brabham also came up with things like tyre heaters, refuelling stops, air jacks and carbon brakes - so there was lots of innovation in between trying to bend the rules."

M *Brabham scored its final grand prix victory at Paul Ricard in 1985. Could you feel the magic ebbing away?*

HB: "I think that started to happen when Nelson left for Williams at the end of '85. The following season's BT55 wasn't competitive. We were using the BMW engine, and the way it lay down in the chassis meant the scavenge system didn't work properly - and Gordon departed soon after that. You also have to remember that by this time Bernie was pretty much running F1 - and the bigger his role got, the less interest he had in Brabham."

M When Brabham withdrew temporarily from grand prix racing in 1988, you ended up running F1's in-house TV department. How were you qualified for that?

HB: "I wasn't, but Bernie more or less told me I'd be doing it. I remember turning up at the first race in Brazil, when the BBC and RAI came up to me and asked if they could have the first unilateral [satellite time]. I didn't know what that was. I phoned the European Broadcasting Union and they were surprised that I hadn't booked anything... I was thrown in at the deep end."

"Bernie sold Brabham to Walter Brun during the course of that year - and he swiftly moved it on to Swiss financier Joachim Lüthi, who invited me to go back to running the team. I was happy to do that, but the money ran out very quickly and he ended up in prison. That was one of the hardest periods of my career because I had to try to maintain the team - with a little bit of help from Bernie. We managed to get to the end of the season, which is when Middlebridge stepped in to take over."

"Late in 1990, I was rooting around in the office and found a letter with a Yamaha logo. They had written asking whether we would be interested in using their engine and it had been sitting there a few weeks, because at that stage who wanted to be with Yamaha? But we were in survival mode, so the following morning I called Japan and spoke to Yamaha's business manager Yoshiaki Takeda. He said they'd be taking a decision within the next couple of days, so was there any way I could see him the following morning. It was almost Christmas, but I jumped on a plane, flew to Tokyo and went with him by train to see the factory. I couldn't believe how bad things looked - a few old bikes lying around by the entrance, office full of smoke - and sat down to talk. They asked what we wanted and I said we felt a V12 was the way to go, so they took me upstairs to show me drawings for a V12 design study - and that's how it started. Here I am 30 years later, still working with Yamaha."

"We started testing initially with the existing V8 and the problem there was the fuel injection. If they had used a mainstream system from Bosch or similar, that could have been a really good engine. The V12 proved to be too heavy, unfortunately, and we did one season with it before Middlebridge moved everything away to Milton Keynes. I was left in Chessington, where Yamaha wanted me to be its sporting director - and also to set up a

new company, Activa Technology, to do research and development for the road and racing industries. That factory remained active until about 10 years ago."

"After Yamaha's Brabham deal stopped at the end of 1991, I went immediately to Jordan. Gary Anderson's first F1 car, the 191, was absolutely beautiful... but the 192 had the same lovely, small radiators and our big V12 wasn't going to work very well with those. During the British GP weekend I took the head

of Yamaha to see engine builder John Judd, whom I'd known for a long time. We then formed a partnership before spending four seasons with Tyrrell and a final one with Arrows. During our last year with Tyrrell, in 1996, I was running Activa, working as Yamaha's sporting director and also became the

FIA's deputy race director - which was a third hat. And I was part of the steering committee for MotoGP...

"I'd arrive at grands prix in the morning in a Yamaha shirt, have a couple of meetings to discuss what we'd be doing during the day, then change into an FIA shirt and head off to race control to meet race director Roger Lane-Nott. I'd spend most of the day with him, then switch back to my Yamaha kit."


M Mr Lane-Nott didn't stay for long, did he?

HB: "He had been a commander-in-chief of

nuclear submarines. I'm not sure how he ended up in the F1 role, but Bernie rang and explained they had a new race director who didn't know much about the circuits: would I help? I said that I already had a job - several - but he told me not to worry about that. Roger tried hard, but he and our medical delegate Sid Watkins didn't get on so after one season he decided to stop - and Max Mosley suggested Charlie Whiting take the role. The plan was for me to be Charlie's adviser for a season, but more than 20 years later I was still there. And throughout the whole time I still had my role with Yamaha."

"Charlie and I were aware how lucky we were to be involved so closely, and for so long, with such a fabulous sport. It was a privilege."

M Bike racing versus F1: discuss...

HB: "I absolutely love bike racing. Everybody is friendly, everybody talks to each other and the riders are some of the bravest sportsmen I've met - gladiators. They know it's dangerous and you can really feel the tension on the grid, but then they just get on with it. One guy in Supersport broke his leg badly this season, but he just carried on turning up with his crutches and still raced. They are a different breed. The budgets might not be there in the way they are at the top of car racing, but the enthusiasm and passion are amazing. The atmosphere reminds me of how F1 used to be in the early 1970s, so in a way it has been a bit like going home." 



Here's one I made earlier: Herbie feels privileged to have been involved with motor sport for decades



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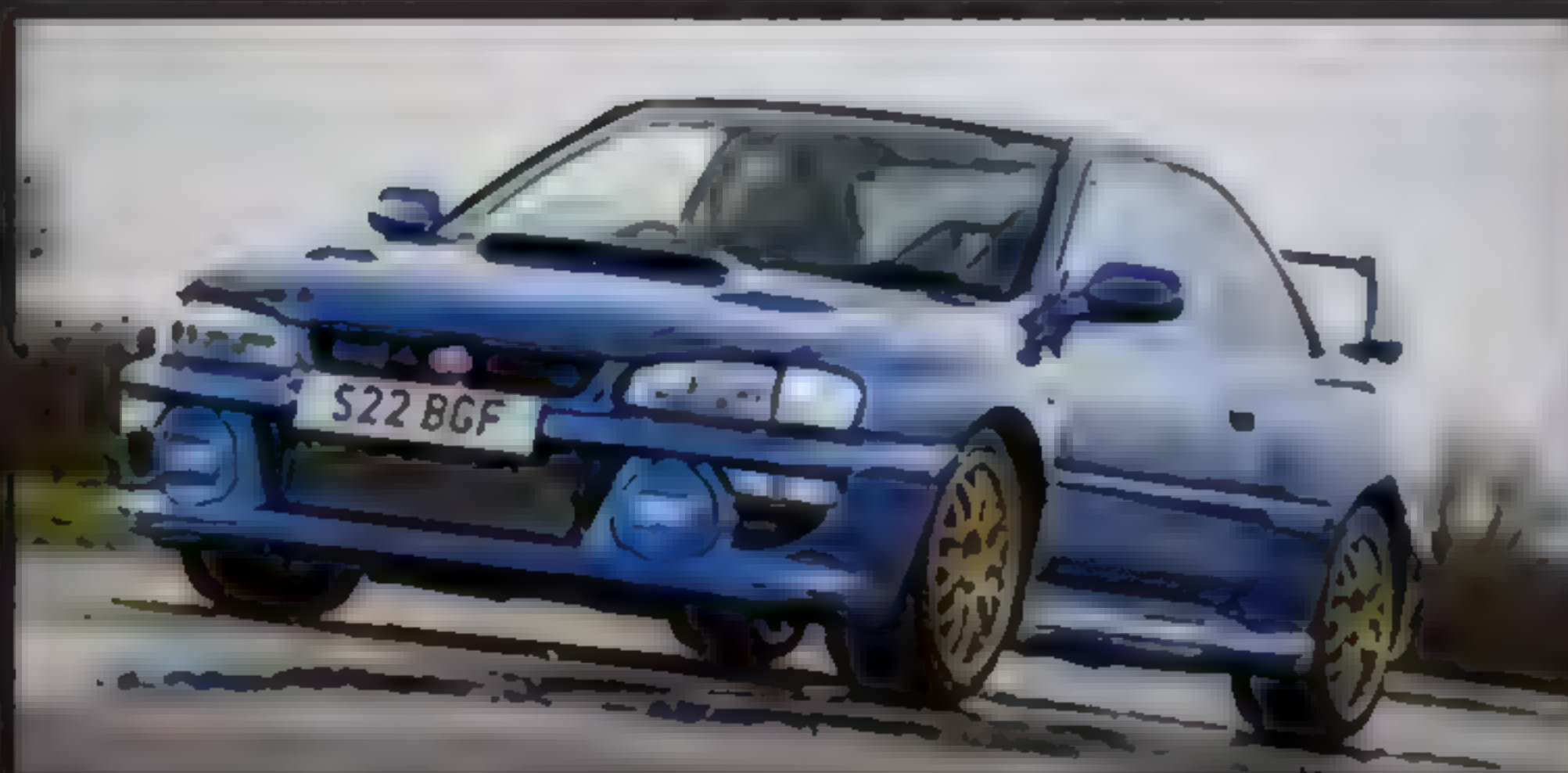
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Flashback...

For two decades **Maurice Hamilton** reported from the F1 paddock with pen, notebook and Canon Sure Shot camera. This month we rewind to the dramatic Detroit Grand Prix in 1984, which ultimately ended in disaster for the Tyrrell team



COMPARE THIS UNCLUTTERED pre-race scene from Detroit in 1984 with even the most modest driver today surrounded by an army of personnel and paraphernalia seemingly capable of launching a space probe. This may have been halfway down the grid, but it epitomises the days before data dominated every move of man and his machine.

Martin Brundle sorts out his seat harness, assisted by Kevin MacLeod (sunglasses), while Ken Tyrrell leans into the cockpit and Roger Finnis uses an umbrella to shield his driver from the heat of the Michigan summer sun. Liz Brundle stands alongside Maurice Philippe, designer (with Brian Lisle) of the Tyrrell 012. In the foreground, the weighty air starter for the Ford Cosworth DFY V8.

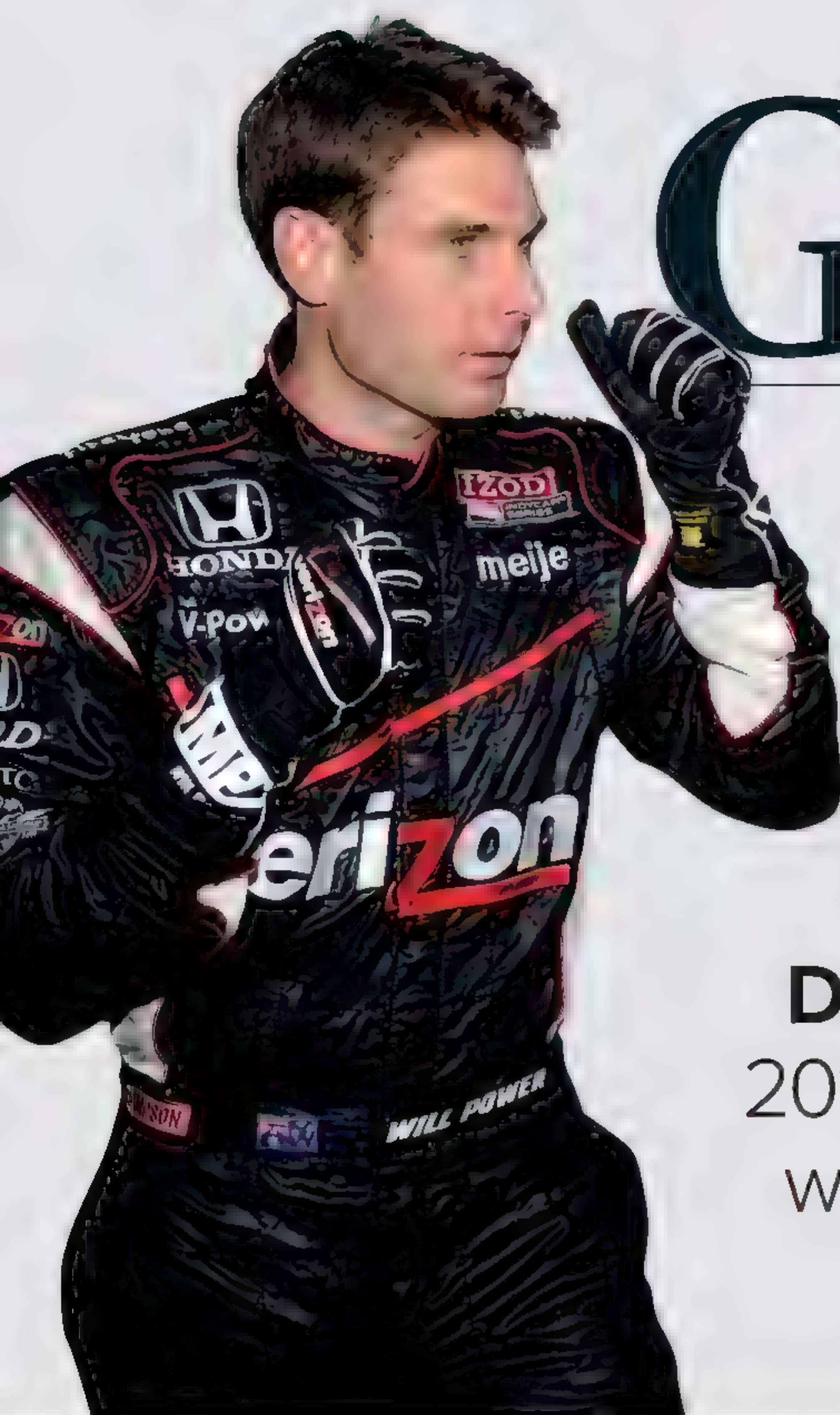
I watched the race from inside the final chicane, a fast right-left flick onto the pit straight. It was the perfect place to witness Brundle really hustle this nimble little car and embarrass the more cumbersome turbos as he gradually moved from 12th to second and set off after Nelson Piquet.

Any thought of taking a run at the Brabham-BMW as they powered through the chicane and aimed for the chequered flag was to be ruled out by Piquet's jubilant team jumping onto the narrow track. Looking back at the potential dangers associated with such a traditional celebration, the irony is that the Brabham chief mechanic was Charlie Whiting, later to become the FIA's highly respected safety delegate.

In many respects, it was the end of the road for Tyrrell 012. This car would be written off a fortnight later in Dallas. As Brundle recovered from smashed ankles, he learned that all his good work in Detroit had counted for nothing.

Tyrrell would be excluded from the race and the championship for allegedly circumventing the rules by adding ballast during the final pitstop. It may have been a trumped-up charge, but it conveniently removed Ken as the lone and strident voice against a fuel capacity regulation designed to favour turbos.

At least Brundle still has the trophy as a reminder of a truly outstanding drive.



MY Greatest RIVAL

**DARIO FRANCHITTI
ON WILL POWER**

Some clashes get personal.
Dario Franchitti remembers his
2011 IndyCar championship battles
with Will Power when the gloves
were well and truly off



THERE ARE GOOD AND BAD rivalries, some, shall we say, more ‘sporting’ than others. Racing Scott Dixon for championships was tough but there was a lot of respect. My rivalry with Will Power was intense, more like a feud.

In Champ Car he’d been unbelievably fast over one lap, and then he went to Penske and it was clear he was going to be a handful; he was going to join the party at the front. He was so outspoken, wore his heart on his sleeve, no subtlety, which brought him to my attention and allowed me to play some mind games – the first time in my career I’d ever got into that.

It just happened that way. When we battled for the IndyCar championship in 2011 [following Dario’s defeat of Power in 2010], that’s when the rivalry got really serious. Just a barbed comment about him would get to him, get him overheated. In the car and out of the car I would not show any emotion, any anger, no reaction, and that infuriated Will even more. In 2011, from the first lap of the first race, we had wheel-to-wheel contact, both of us going for the same piece of track, both of us thinking we

were in the right. At St Petersburg I passed him around the outside of turn one, took the inside for turn two and we touched; that set the tone for the season.

In Toronto at the hairpin I went to pass quite aggressively; he closed the door, I was already there, and he spun to the back of the field. He was apoplectic, and it got really intense at that point. The gloves were off,

it was close to the edge of acceptable. After the race I heard he’d blown his top, sounded off about me, but I didn’t react. Will did all the talking, but not to my face. I’d already won three championships, and I was just focused on winning a fourth. Ganassi just let me get on with it. We didn’t talk about it a lot, and when Dan [Wheldon] had his accident, well, none of it mattered any more, and the situation was defused a bit.

Two years later, in 2013 at Sonoma, I was battling for the lead with Will and Justin Wilson and when I went around the outside of Will he shoved me off. He went on to win the race and I was third. On the podium we were calling each other all kinds of names, faces like thunder, and Justin was just laughing at us; there’s a great picture of us up there. That was one of my last races and the rivalry just boiled over.

These grudges can last a long time but Will and I get on fine now. I’ve been to Indy dinners with all the legends, like Bobby Unser and AJ Foyt and they’re still not speaking to each other after 50 years. Unbelievable. Dan Gurney was there too and he just laughed at them. It’s such a single-minded, intense sport and most of the time you think you’re in the right.”




Head-to-head

Franchitti	vs	Power
4	WINS	6
2	POLES	8
3	FASTEST LAPS	2
12	500 POSITION	14
573	POINTS	555

Driver stats for the 2011 IndyCar Series

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The steel-cased Chronomaster Sport references more than 50 years of Zenith styling



Beat the queue

Why sign up for a Rolex that you can't wear until the 2030s when Zenith's new Chronomaster Sport is available now?

ANYONE WHO KEEPS AN EYE ON the modern watch market will know that it is currently a waste of time to walk into a Rolex retailer that deigns to allow you to purchase a steel Cosmograph Daytona chronograph. Demand is so high that dealers' waiting lists now stretch into the next decade, so the only way to secure a 'new' Cosmograph is to look to the pre-owned market and pay a huge premium above retail for one that's being 'flipped'.

The first result thrown up by a Google search for such a watch offered a 2021 model delivered in three weeks for a price of £27,880. The Rolex RRP for its so-called 'watch born to race' is a more reasonable £10,500.

The market is so hot that such watches are finding buyers easily, despite prices being vastly inflated. But, just as people are beginning to seriously question the logic of being so blatantly shafted for what is a largely unremarkable if undeniably well-engineered watch, so a challenger to the Daytona has arrived from an unexpected rival - Zenith.

It won't take long to find a dozen or more watches that are 'inspired' by the look of the Daytona, and you might even find one or two that are worth having. But, until the arrival of Zenith's just-launched Chronomaster Sport, there hasn't really been a contender that is of

comparable quality, that's fairly priced and is historically legitimate (i.e. not simply a copy).

So why is the new Zenith different? For a start, it's fair to say that inspiration came from the brand's back catalogue - the three-colour subdials are straight from the A386 launched in 1969 (the year Zenith perfected its El Primero, the first self-winding chronograph movement), while the pump pushers are reminiscent of the 1980s De Luca chronograph.

You don't need to look too hard, either, to find elements of Zenith's 1990s Rainbow (named after the 1934 America's Cup-winning yacht) or the Stratos Flyback Striking 10th, as worn by skydiver Felix Baumgartner during his record jump from the edge of space in 2012.

The 41mm Chronomaster Sport's ceramic bezel is graduated in the 1/10th of a second increments that the El Primero movement is capable of recording. Add the fact that the movement has been upgraded to a new Calibre 3600 specification giving it 60 hours of power reserve and a blue column wheel that can be seen through the transparent case back, and you have a watch that owes nothing to anyone other than Zenith's design team.

If you don't fancy growing old waiting for a Daytona, the Chronomaster Sport is just as good, a fraction of the price - and your retailer won't laugh at you for asking to buy one.

From £7900. zenith-watches.com



SEVERAL BRANDS HAVE CREATED watches incorporating parts from the salvaged bits of interesting cars, planes and boats, but REC makes a better job of it than most. This time, metal recovered from a pair of historic Shelby Mustangs has been adapted for two models that pay tribute to the 1967 GT500 EXP prototypes 'Little Red' and 'Green Hornet'. Both cars were restored by Craig Jackson, CEO at US auctioneer Barrett-Jackson, who supplied REC with material from each to make 318 and 282 limited edition P51 watches respectively. £1242. recwatches.com



CODE41 WAS SET-UP IN 2016 BY designer Claudio D'Amore with the intention of busting the 'Swiss-made' myth by offering transparency of origin. But not only is the crowdfunded maker open about its sources, it also reveals the exact cost of manufacturing its models (in this instance, £1327). The design of the NB24 Creator chronograph, as with all Code41 watches, is a result of input from enthusiasts. It is dedicated to brand ambassador Nigel Bailly, the paraplegic racing driver who is due to take part in Le Mans - hence 'NB24'. £3500. code41watches.com

Precision is written by renowned luxury goods specialist Simon de Burton

MHD

WATCHES



BRITISH AUTOMOTIVE DESIGNED WATCHES BY MATTHEW HUMPHRIES DESIGN

MHD Watches are designed in the UK by Automotive Designer Matthew Humphries, who at 21 was made the Chief designer at Morgan Motor Company. Matthew is best known for designing cars such as the stunning Morgan Aeromax, Morgan Aero Supersports and the Morgan 3 wheeler, and now applies this design knowledge to watch making.

www.MHDwatches.com

LETTERS

BRIAN JOSCELYNE'S RACE PHOTOS [RACING BACK IN TIME, JANUARY] WERE MAGIC. The shots of the Nürburgring, Montjuïc and the Swiss hillclimb show the glories (and dangers) of the past. With my anorak on it may be of interest to your readers to know that the 917 at Montjuïc is chassis 013. It came second, due to a misfire as a result of the Spanish petrol it had to use. The next event was Montlhéry where it won. Except for Montjuïc it won every race it entered in 1971.

Chassis 013 has been a member of the Finburgh family since it was rescued from the back yard of Porsche Stuttgart in 1973. Some readers may have seen the car at various Goodwood Festivals of Speed and even a Members' Meeting, and it might well have gone to Le Mans this year among other European venues. Now it will not: as from this year the car cannot be taken out of the country to the EU except at very substantial expense based on the value of the car. This is as it was in pre-common market days, only the value of classic race cars has increased somewhat since then.

The car is now available for all to see at the National Motor Museum Beaulieu.

MARK FINBURGH, LONDON



Bond girl Aki with Toyota 2000GT – but the on-screen sound is courtesy of Austin-Healey

IN FEBRUARY'S EDITION OF SPEEDSHOP you wrote about the Toyota 2000GT sports car and the part it played in the Bond movie *You Only Live Twice*. I have an interesting tale about that car and the movie that your readers might like to hear. Not long before the movie was released one of the producers realised that the Toyota's engine didn't sound particularly good on film; it was just too quiet. Graham Warner, owner of the famous Chequered Flag sports car dealership in Chiswick, London, was approached by the producer to see if he had a car that sounded a bit more sexy for the film.

I was working for Chequered Flag at the time and suggested that our Austin-Healey 3000 Mk3 would be perfect. It was agreed, and at the dead of night the Healey was raced around the streets of Chiswick by our sales manager John Raeburn, an Aussie ex-racing driver, accompanied by a sound

engineer recording the noise of the engine and gear changes.

So next time you watch *You Only Live Twice* listen to the noise of the engine – it's not a Toyota but a Healey 3000 straight-six! I sold the Healey a few days later for £795; wish I had the car today.

ANDREW JEFFREY, STEWARTON, EAST AYRSHIRE

YOUR REPORT IN MARCH [MATTERS OF Moment] that a 1932 Alfa Romeo Monza had been destroyed in the museum fire in Austria is thankfully incorrect. The car left the museum in November 2019 and has recently had some restoration work done in the UK. As far as I know, only one or two cars were there at the time of the fire although many classic motorcycles were indeed destroyed.

SIMON MOORE, LONDON SW6

GREAT ARTICLE ON ONE OF THE MIGHT-have-been race cars, the Chaparral 2F [Hall's winged wonder, December 2020]. Doomed to fail under the weight of just too many advancements at the same time in the same car, it still showed brilliance. Gaining three pole starting positions and two second-place slots in a short season was unique for a car with no continual at-track corporate backing. Sadly, as related to me by Phil Hill at the First Riverside Reunion, Jim Hall's insistence on using those cadmium aircraft batteries which would not reliably start a hot racing engine and that automatic transmission squandered the effort. Mr Hill

related to me that he felt if the car had a regular manual transmission (and batteries) they could've run the table on the season.

As for the 'Summer of Love', we hippies didn't recognise it; that was the establishment press term. Oh, and we American hippies thought The Beatles were the squarest pop group of them all.

NORMAN GAINES, HARTSDALE, NY, USA

JUST A LITTLE ITEM THAT MAY AMUSE your readers re. Steve McQueen's appearance in 1961 at Brands in Sir John Whitmore's green racing Mini. Then relatively unknown, Steve turned up accompanied by Jackie Oliver to a sprint meeting preceding his participation in the Brands race in the car the following weekend when I'm pretty sure he had a minor coming together with Christabel Carlisle's Mini. I can't remember the result.

However I do remember the result of the sprint meeting class, where I was driving a friend's Speedwell-prepared Mini. My one claim to fame is winning the class ahead of Mr McQueen. It may even have been the fastest Mini lap on the club circuit at that moment in time.

ROGER BUNTING, HARROW

I WAS FASCINATED TO READ PAUL Fearnley's account [*Pure Alfa*, March] of the Alfa restoration by Bruno Giacomelli of one of his F1 Alfas, back in the 1980s, "which pitched him into the Brands Hatch catch-fencing when his rear wing failed on the 175mph approach to Hawthorn".

I was blue-flagging that particular practice session on the approach to Hawthorn, and I well remember my split-second thoughts as Bruno's Alfa appeared from beneath what is now referred to as the Johnny Herbert Bridge at full chat: "There's something different about the next car – s**t, its rear wing isn't there!" No time to say anything, not that it would've made a scrap of difference. The next thing, the Alfa is spinning into the catch fencing. Fortunately no harm came to Bruno, but I seem to recall that one wheel came off the car and disappeared into the woods beyond. To this day, I wonder if that 175mph wheel was ever found!

Now my plug for marshalling: If you, as a reader, want to share in the close-up

ALAMY



Graham Hill's original Indy-winning Lola T90 no longer exists, but our reader snapped this perfect replica in London

experience of motor racing, why not take a look at the BMMC website (marshals.co.uk) where you can find out how to become a marshal.

NEIL STRETTON, BMMC

WITH REFERENCE TO FEBRUARY'S Lola article [*For sale: Lola, two careful owners*], readers might be interested to see the pictures I took a year ago, in a building near Borough Market of a replica Lola T90 'Red Ball Special' as driven by Graham Hill to win the 1966 Indy 500. It would appear that the original was destroyed years ago, but it was displayed at the Racing Car Show in Olympia, in January 1967, where I was fortunate enough to see it.

According to Ian Wagstaff in his excellent book *The British at Indianapolis* this replica was built by Prototype Developments of Indianapolis in 2008, which I would imagine was at the request of Martin Birrane, for his personal collection of Lolas.

My interest in this car and the Indy 500 stems from watching the race live back in 1966, courtesy of the Early Bird satellite, beamed to the Astoria Cinema, Finsbury Park. Courtesy of Rank Theatres Ltd, View-

Sport, and sponsored by a well-known tobacco company, who entered F1 with Lotus two years later!

According to the August 1966 edition of *Car and Driver* magazine, the first lap was over in a little less than 10 seconds. 'The Golden 500' was possibly the easiest race Graham Hill had ever won, but for most of the other drivers it was the nastiest, most frustrating event ever.

Having been fortunate enough to attend the Indy 500 on a number of occasions over the years, including the 100th running in 2016, dare I suggest if the original Lola T90 Red Ball Special had survived, its value could be greater than an indicative price of the company, indicated in your article?

Let's hope that this iconic racing car manufacturer is reborn, to ensure the legacy of Eric Broadley and Martin Birrane lives on. Fingers crossed!

IAN HARRIS, MURSLEY, MILTON KEYNES

REGARDING THE RECENT REVELATIONS about newly discovered footage from Steve McQueen's aborted racing movie *Day of the Champion* and its rivalry with MGM's *Grand Prix* [McQueen's *Lost*

Movie, February] - there's a book in there. Imagine a photo-rich volume, preferably authored by one of *Motor Sport's* authoritative writers, and featuring multiple stills from the found footage, insider interviews, and the entire working script.

And by the way, with all the books and documentaries about McQueen's eventual racing homage to Le Mans (*A French Kiss With Death*, *Steve McQueen - Le Mans in the Rearview Mirror*, *Behind Le Mans: The Film in Photographs*, *Our Le Mans*, *The Man and Le Mans*), why hasn't anyone produced a comparable book about the movie which actually won the race to the cinemas? *Grand Prix* is arguably the best racing drama ever filmed, with a better plot, better character development, and better music score. There's a market for this glaring omission.

JOHN GUSTAFSON, ARLINGTON, VIRGINIA

THE 1995 - CHAMPAGNE SUPERNOVA [March] article was superb. I was on a business trip to Catalonia on November 22, 1995, disappointed not to be at home for my favourite motor sport event, the RAC. On arriving at the company I was visiting, I asked my contact if anyone was following the events of that day. The answer was yes.

We stopped later for lunch, the table laid with food and bottles of a well-known Spanish pale lager. As we were starting, my contact rejoined and said, "Mr Mabon, you will be pleased to know that Colin is World Rally champion." We Brits duly toasted Colin, somewhat ironically with the aforementioned Spanish lager. That memory never fades.

Both Colin and Richard are up there with our other British motor sport world champions - no matter what their associated statistics. Let's hope that Elfyn Evans will soon be a member of this elite group too.

CHRIS MABON, LECHLADE, GLOS

LIKE DAVID COKER I APPRECIATED THE photo of the starting grid for the 1967 German GP in the *Summer of Love* story [December 2020], but there is one detail in which he understates the achievements of the drivers in shot: not just three drivers went on to become F1 constructors but five: Ligier and Stewart with wins, Surtees with non-championship wins, Hill and Amon.

NIGEL URWIN, LONDON SE5

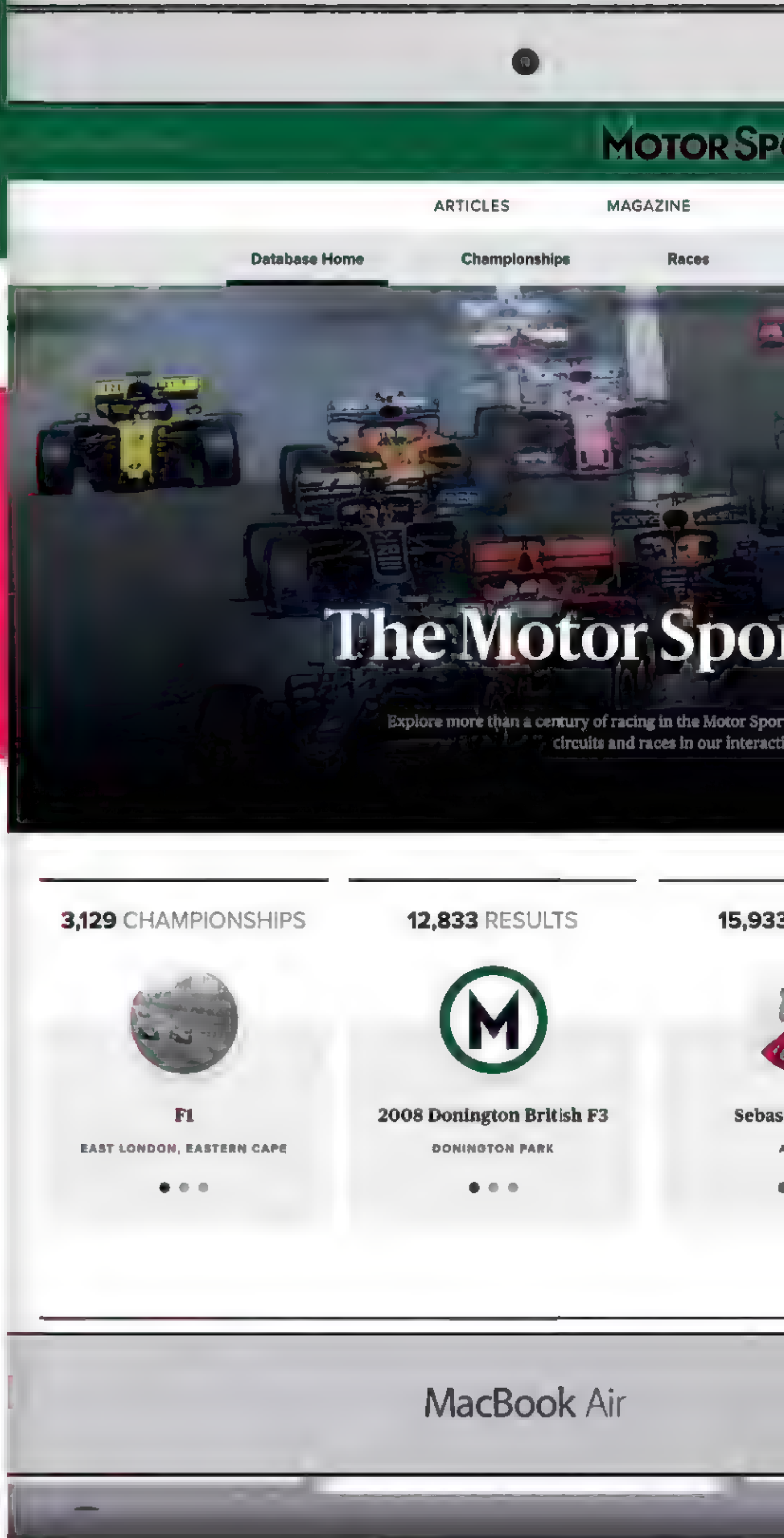
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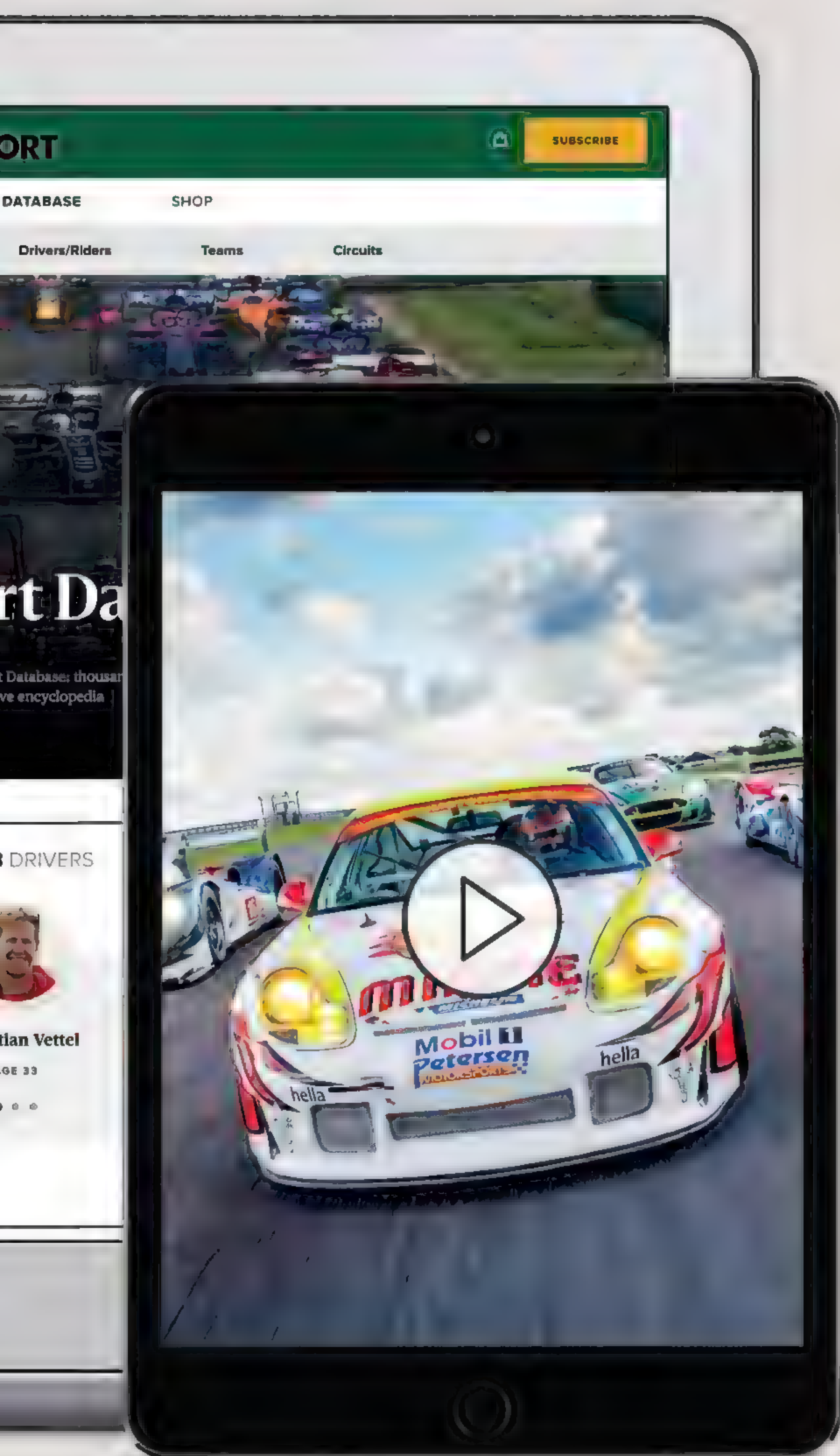
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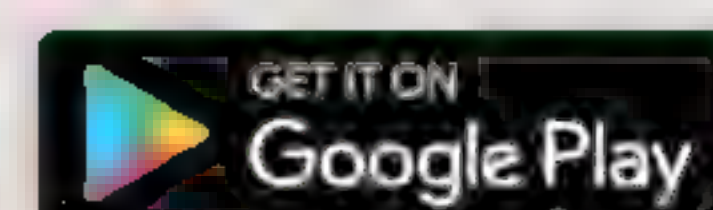
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Sparks will fly

Formula 1
2021
Special

The show must go on... On the eve of a crucial season for F1, our grand prix editor **Mark Hughes** analyses the possibilities and permutations of a championship that could bring plenty of friction on track and some strong challenges to the status quo



ALTHOUGH THE PANDEMIC HAS given the old Ecclestone-inspired era of F1 a year's stay of execution for 2021 before Liberty's full vision of the sport becomes real next year, this coming season is so much more than that. There are so many fascinating sub plots to play out in front of us even as huge structural changes are happening beneath the sweep of the radar in preparation for the brave new world.

The first part of that vision, the cost cap, comes into play this year though, and together with an aerodynamic tweak to the existing cars (the chassis of which must be retained from last year, as a cost-saving measure) defines quite a challenge for the teams, as Mercedes' technical director James Allison recently explained. "The [2021] aero changes came relatively late in the year and have quite a significant impact on the cars' performance. Much of our focus over the last weeks and months has been trying to understand what the effect of those changes have on the main flow fields around the car and how to try to find the performance that is lost when you adopt those regulations... At the same time we have a set of regulations

that forces the budgets of the big teams down to meet that of the midfield and where we all basically have the same financial horsepower to go about prosecuting the championship... This season hasn't even begun yet and we're already starting to think very seriously about 2022 [which] brings a complete revolution in the technical regulations of the car. The sort of things we have seen for the last few seasons will be dead and gone at the end of this year, replaced by a new generation of car which has a completely different technical objective - to try and make the racing closer, by making the lead car damage the performance of the trailing car less. The change is so large and the cars so different that we are going

"Mercedes are not perfect. We can find more performance than them"

to have to spend a large part of our technical resource during 2021 in order to make sure that we are ready... We are busy doing that in a world where we are cost capped, where we haven't even started racing in '21 and where we have to manage our total resource so we can have an effective campaign while also building for the future."

On the subject of that future, Mercedes is looking to the season uncertain about the remaining duration of its partnership with its golden boy Lewis Hamilton. Months of speculation were hardly resolved by the announcement a few weeks ago that he had finally signed another contract with the team - but only for one year. Money was *not* the issue for the contract's short duration, we understand. Rather, it was Hamilton's own insistence. Which suggests he wishes to at least have the option of not continuing beyond this year. It's not difficult to imagine a scenario where he calls it quits after securing a record-breaking eighth world title this year but if he fails to do that, he may continue in his search of it.

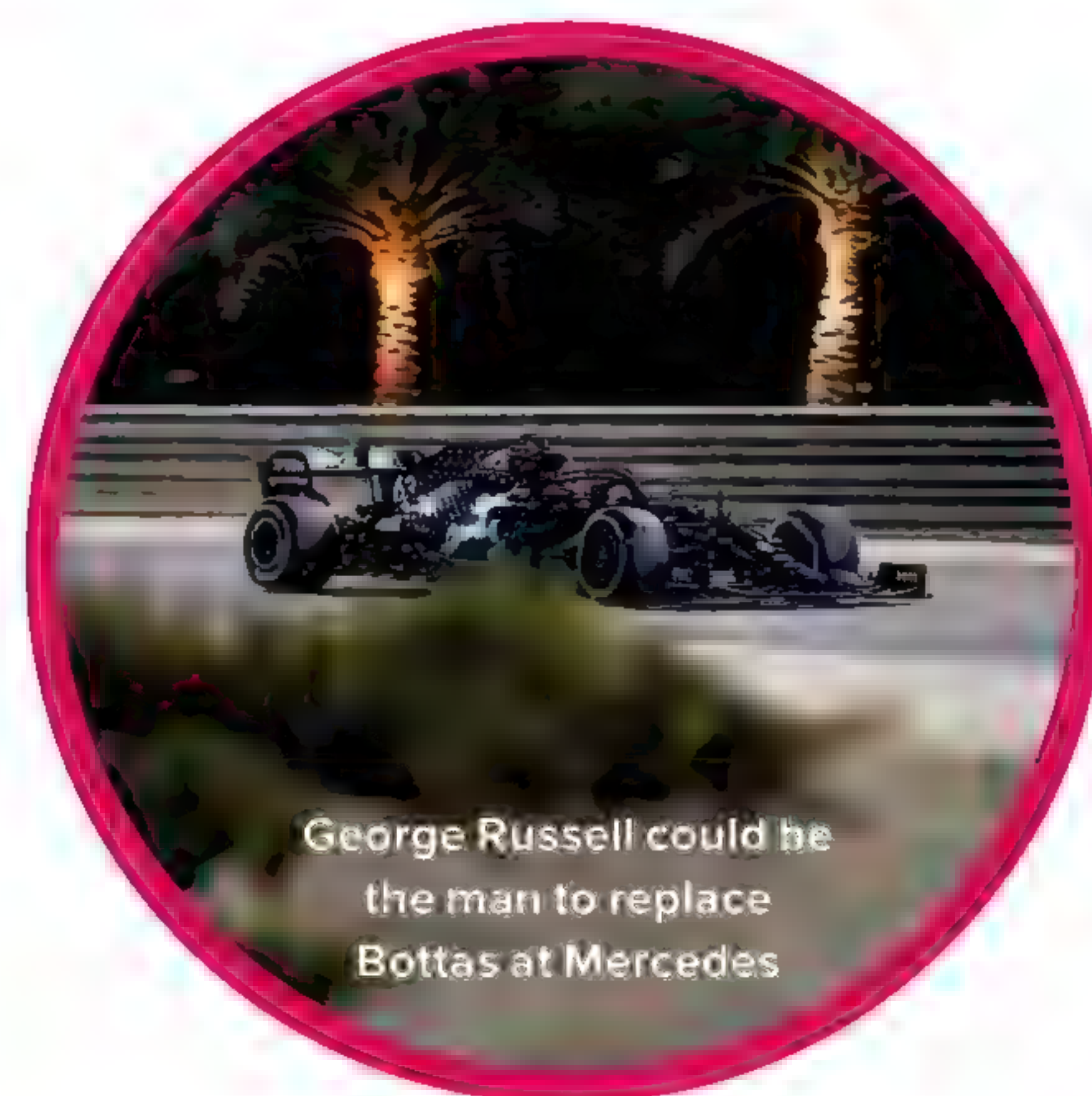
He is again partnered by Valtteri Bottas, who in four seasons at the team has never sustained a title challenge against Hamilton and who is therefore fighting for his frontline

Is Mercedes truly beatable in the championship, especially after dominating for so long? Red Bull believes so, and that this year can be different

Is Verstappen F1's future golden boy? If Hamilton quits and Red Bull underperforms, the flying Dutchman could jump ship



F1's illustration of what the new regulation cars could look like. The technical overhaul has been delayed due to Covid.



George Russell could be the man to replace Bottas at Mercedes

career this year, especially so after the sensational performance of George Russell at Sakhir as Hamilton's stand-in. It seems almost a formality that Russell will be in Bottas' seat for '22 as his Williams contract ends. But what if there are two Mercedes seats to be filled for 2022?

That presents a worry for Red Bull's Christian Horner, who acknowledges the reality. "I'm sure that should Lewis decide to stop, then Max would naturally be the driver at the top of their list." Technically, Verstappen has a Red Bull contract until the end of 2023 but, as ever, it's not as straightforward as that. "There is an element of performance related to Max's contract. I'm not going to go into it. It doesn't relate to the power unit in any way, it's just a binary performance at a certain measurement in time. As with all these things, though, to force a driver that doesn't want to be there, it's more about relationships than contracts."

So it can be appreciated just what might be at stake here in 2021. On top of all the structural changes to come, sport-defining heavyweight new partnerships could well be formed from this season's outcome.

On paper it may seem preordained that Hamilton will prevail again. But Red Bull's technical team has good reason to believe otherwise. Technical director Pierre Waché is adamant that the narrow nose/high rake combination of last year's RB16 has greater potential than the low-rake Mercedes and that it simply took most of the season to fully identify and rectify some problems around it. "Last season we missed an opportunity because I think Mercedes were beatable. If we'd found what we find now on the car, we'd beat them. I'm hacked off with that. They did do a good job, to be fair, no DNF, etc. But they are not everywhere perfect and I think we can find more performance than them. They are beatable." ●



Red Bull took a long time to understand its new design, but is now reaping the rewards



Last year an under-powered engine was Ferrari's downfall. This time that shouldn't be the case



Many of the cars may be carried across from last season, but some key rule changes mean the competitive order could be shuffled



PIA ROOL GETTY IMAGES



Brave words, and not said lightly. There is a real belief there. But whether the team will have the car to make any talk of Verstappen switching to Mercedes irrelevant will also depend upon the performance of Honda in its final season. The racing part of the organisation was naturally bitterly disappointed with the decision of the parent company to withdraw and that is a source of its motivation to go out in a blaze of glory. What was originally planned as the 2022 power unit has been brought forwards by a year and it's said to be a very aggressive upgrade. This is the engine that will be produced as a 'Red Bull' power unit from '22 onwards as the team transitions to being a full engine manufacturer. The specification of the power units will be frozen at the end of this season until the new power unit formula is introduced in 2025.

The stakes are therefore super-high for Red Bull this season. Just as it has made a multi-year commitment to becoming more than just a constructor but an engine producer too, it faces the possibility of losing, in Verstappen, one of the very few drivers possessed of that special something extra if Hamilton retires. With Charles Leclerc under long-term lock and key at Ferrari and Russell aligned with Mercedes, it begs the question of where Red Bull would look for a replacement. New recruit Sergio Pérez will surely deliver the sort of solid Verstappen support job the previous few junior Red Bull drivers have been unable to, and watching his performance in that role is going to be one of the intrigues of '21. But Verstappen brings something the team can ill afford to lose.

For a driver of Verstappen's level to be going into his seventh season still not having had an opportunity in a title-contending car is an indictment of the competitive stasis of F1 that the 'Liberty regulations' of '22 have been conceived to end. Similarly, Charles

Leclerc is a driver of obvious championship calibre, but being able to reach his potential is totally dependent upon his team's ability to produce a competitive car. Ferrari should be able to make a big step up from last year when it suffered a late-notice loss of a whole heap of horsepower. There is a virtually all-new power unit for this season, one which team boss Mattia Binotto is confident will be 'very competitive'. The technical team feels, furthermore, that the '21 regulations limiting the floor area will help it relative to Mercedes and Red Bull. If Ferrari could somehow get back to the point it had reached in 2017-18 of having Mercedes-matching performance, it now has arguably a stronger driver pairing in Leclerc and Carlos Sainz to exploit it.

Sainz at Ferrari is another part of the season's fascinating dynamic. He's been recruited as a good support to the superstar Leclerc. But he's going in there with the confidence of being able to fight for victories and championships in the future. If Ferrari

"At Ferrari, the Leclerc-Sainz dynamic could be box office gold"

can bounce back from its tech directives-blighted season, the Leclerc-Sainz dynamic could be box office gold. As could be...

McLaren-Mercedes, Daniel Ricciardo and Lando Norris

Plugging what has been the best power unit of the last few years into a team which finished third last year with Renault power sounds promising. The switch of power unit provider has also uniquely allowed chassis changes not permitted elsewhere. But the challenge of even retaining that third place will surely be intense given the expected improvement in Ferrari performance, the rise of Aston Martin (formerly Racing Point) and the return of Fernando Alonso at Alpine (formerly Renault). But having Daniel Ricciardo newly on side to help it fight that battle is gold dust. This is the other championship-calibre driver who has never sat in a car to give him a sniff of that. At 31 years old, the Italian-Australian surely has

to be looking at the move to McLaren being his final one, and therefore he's reliant upon the team becoming one of the top competitors into the new era if he's ever to be able to fight for that crown.

Although the cost cap has brought the top teams down to McLaren levels of spend, it would be unrealistic for this to be immediately reflected in performance. This is a team still on a journey towards the front but has been making all the right moves recently. Lando Norris has already delivered some terrific peaks in his short Formula 1 career to date and should now be fully armed to go up against Ricciardo. How he compares in that will determine his long-term status and is yet another source of intrigue offered by this season.

Aston Martin and Vettel

Last year the 'pink Mercedes' of Racing Point was the third-fastest car. With everyone essentially retaining their 2020 machines this season, there's every chance that under its new green livery and Aston Martin badges it can retain that status.

Indeed, given that the team was only coming to grips in fully understanding what was someone else's design last year, it should be able to squeeze more from it now that it's more fully informed. In addition, it gets the radical rear suspension from 2020's Mercedes this time around, a feature which was worth a lot of aerodynamic performance on last year's Merc W11 over the W10 on which the Racing Point was based.

This is all part of Lawrence Stroll's fast lane route to making the Silverstone-based team a championship contender in the new Liberty era. As is the recruitment of four-time world champion Sebastian Vettel. Seb was mentally destroyed by his final couple of seasons at Leclerc-era Ferrari. In the more cosseting environment of a team that wants him and is depending upon him, and in a Mercedes-type car inherently more stable and therefore more appropriate to his driving style, might we see the old Vettel?





Williams made some solid progress last season, but Ferrari's engine upgrade will be a boost to its rivals

form re-emerge? It would be wonderful to see and would form a good barometer for Lance Stroll to be gauged against.

The return of Fernando Alonso

A broken jaw in a cycling accident was hardly the ideal preparation for Fernando Alonso's comeback, pushing 40 years old and after two seasons away from F1.

But that's unlikely to deflect his extraordinary intensity in proving the doubters wrong. In the days after the Abu Dhabi Grand Prix he lapped the car faster than it had been qualified when every other team was slower. This on top of the extraordinary lap times he achieved when demonstrating his old 2005 V10 Renault (Daniel Ricciardo: "Wait. He got into the

39s? No! Really?") suggest he's lost nothing of his raw pace.

The questions are more likely to be around what progress the Enstone team (Alpine being its fifth identity after Toleman, Benetton, Renault and Lotus) has been able to make in attaining a more consistent performance over all types of track than last year. Like Ricciardo at McLaren, Alonso is relying on this team being able to compete with the best once the new regulations designed to reduce the performance difference between the cars - and therefore enhancing the importance of the driver's skill - come into full effect. This is the foundation season for that, but it might be a rocky ride. Esteban Ocon, having been eclipsed by Ricciardo, cannot afford for Alonso to repeat that.

The wildcard Tsunoda

Within the Red Bull family there is an excited buzz about Yuki Tsunoda, hence his rapid promotion to the AlphaTauri team after a single season of F2. He pairs up with grand prix winner Pierre Gasly in the little team, which just kept progressing last year, developing around a very stable platform until by the end of the year it was competing with McLaren and Renault. That, perhaps even more than its circumstances-enhanced Monza victory, was impressive. AlphaTauri is a wildcard - even more so with Tsunoda.



Tsunoda will be the first Japanese F1 driver since Kamui Kobayashi in 2014

The progress of Williams

Last year Williams was at least able to compete at the back end of the grid rather than hanging off it, as in 2019. It raced on level terms with Alfa Romeo and Haas and in these circumstances the sheer pace of George Russell was the defining factor in occasionally over-achieving within that group. Under its new ownership a lot of necessary changes are being made with a view to returning the team to prominence. There's a long way to go and making its task more difficult will be the fact that Haas and Alfa should be racing with around 65bhp more - over one second-worth of lap time - than they had to manage with last year, courtesy of Ferrari. Mercedes is sure to have found some extra during the winter, but starting from a better position it's unlikely to have found anything like 65bhp. Under the circumstances if Williams can maintain its position relative to the two Ferrari customers it will be doing well. ○

F1 TEAMS MEDIA, RED BULL CONTENT POOL

"A broken jaw was hardly ideal preparation for Alonso's comeback"

Gentlemen, start your engines

What are the key challenges for each driver in 2021?
Mark Hughes presents his start-of-term report



Lewis Hamilton

Mission: To stand alone as the greatest of all time

The challenge is laid bare for Lewis. Win one more title for the 'unbeatable' all-time record.



Valtteri Bottas

Mission: Emerge from Hamilton's shadow

The Finn will need an extraordinary season to hold onto the seat. Replacements are ready to take his place.



Max Verstappen

Mission: Fight for the title, or lure Mercedes in

A golden chance to end Mercedes' domination if the car is up to it. Hamilton's replacement for 2022?



Sergio Pérez

Mission: To be more than just Max's rear gunner

A richly deserved opportunity after so long, but Verstappen is likely to cast him in a Bottas role.



Daniel Ricciardo

Mission: Show the world that he's champion material

Needs to establish team-leader status over the thrusting young talent of Lando Norris.



Lando Norris

Mission: Take the fight to his star team-mate

In his third season, he needs to come close to matching Ricciardo to keep his future star credentials valid.



Sebastian Vettel

Mission: Prove he's not past it and dominate Stroll

After a truly awful season, his credibility is at a low. Getting it back is achievable in a quick car but not a given.



Lance Stroll

Mission: Prove he's up to it and add consistency

Stringing together his impressive peaks would make for a great driver, but it's been that way for a while.



Fernando Alonso

Mission: Show the world he's still brilliant

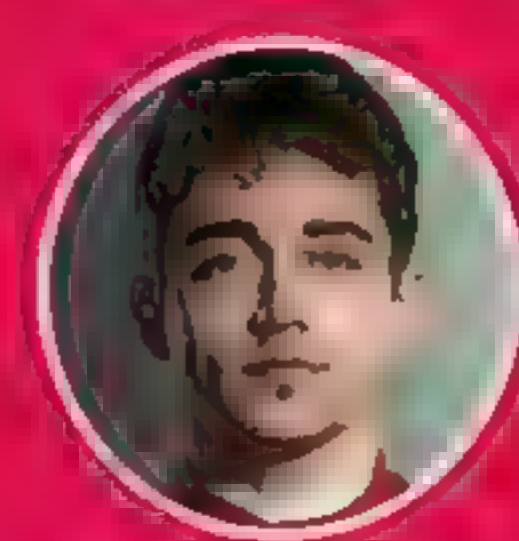
Displaying the relentless pace of his previous days is the first order of business, relative to the car's level.



Esteban Ocon

Mission: To perform like the rising star he was

His status as a future star was damaged by being almost whitewashed by Ricciardo. Can't happen with Alonso.



Charles Leclerc

Mission: Maintain his place as Ferrari's future hero

This means delivering a less error-riddled season, while retaining leadership against the ambitious Sainz.



Carlos Sainz

Mission: Upset the apple cart, and Leclerc

All he needs do is his usual and he can emerge as a superstar in this F1 environment.



Pierre Gasly

Mission: Keep showing Red Bull it was wrong

He's reached the level where he's outgrown the junior Red Bull team so needs another impressive season.



Yuki Tsunoda

Mission: Match up to his team-mate's performance

If he can achieve parity to Gasly, and make a couple of stand-out performances, he'll be in a good place.



Kimi Räikkönen

Mission: Carry on just being Kimi...

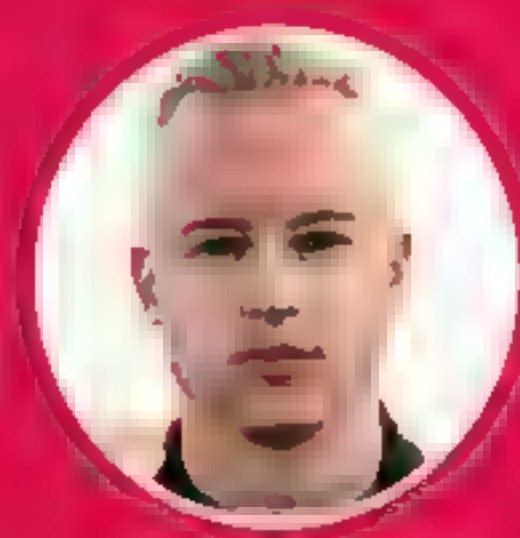
He's not one for targets. If the Alfa is good enough, it would be great to see a reprise of his vintage Alonso battles.



Antonio Giovinazzi

Mission: Close the gap to Räikkönen

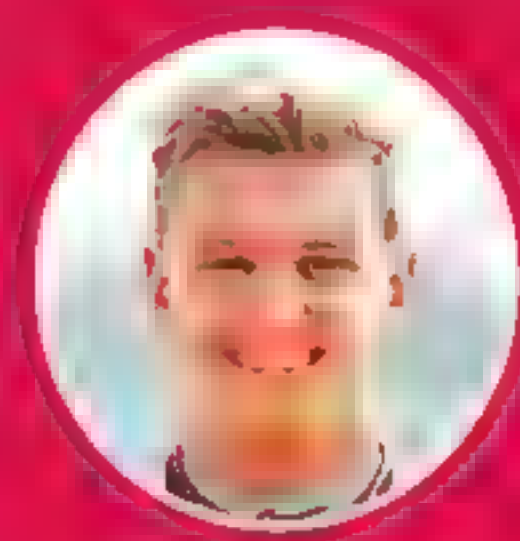
He needs to justify his reprieve by out-performing Räikkönen consistently, something he's yet to do.



Nikita Mazepin

Mission: Try to shake off his loutish image

Similar challenges to Mick Schumacher, but even tougher as there is a great will to see Schumacher succeed.



Mick Schumacher

Mission: Show some Schumacher flair

In a car of which nothing is expected, he just needs to occasionally mix it with the others to get experience.



George Russell

Mission: Make Mercedes come knocking...

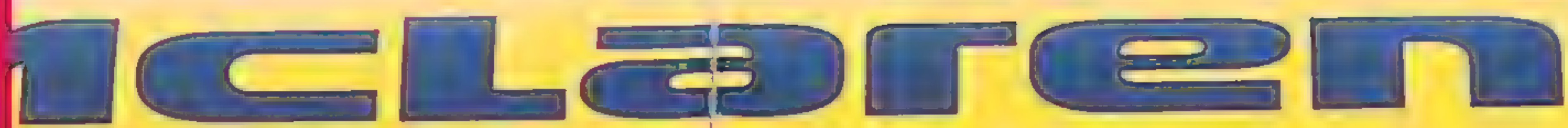
Difficult to see this as anything other than a holding season. Biggest challenge? Maintaining focus.



Nicholas Latifi

Mission: Get closer to Russell consistently

Being half-a-second adrift of Russell as a rookie wasn't a disgrace, but he needs to narrow that gap this season.

The McLaren logo is prominently displayed at the top of the page. It features the word "McLaren" in a bold, blue, sans-serif font, with a stylized yellow and red chevron graphic to its right. The background of the entire page is a photograph of Zak Brown, CEO of McLaren Racing, in a white polo shirt and dark trousers, wearing a headset and standing in a control room filled with multiple monitors displaying race data and live footage. The McLaren logo is overlaid on the top portion of this image.

McLaren

Formula 1
2021
Special

Analyse this

The CEO of McLaren Racing Zak Brown means business and he's put together the personnel to get results. He speaks to **Damien Smith** about closing the gap on the big two

THE POTENCY OF A MERCEDES power unit, the sublime talents of Daniel Ricciardo, the leveller of a budget cost cap: is the dormant Formula 1 'big beast' that was once McLaren about to be roused to roam once more? In a year of relative rules stability in the last season before a big regulation shake-up, the Woking team remains sensibly anchored to reality.

Nevertheless, when *Motor Sport* caught up with McLaren Racing CEO Zak Brown a week after the wraps came off the 2021 MCL35M, the American's palpable sense of optimism shone a light that this proud organisation can at least now see a negotiable route back to the front, step by careful step. Brown is too long in the tooth to get overly excited by the hard-earned third place his team achieved in the constructors' ranks last term, but in this frank interview he reveals a clear vision for both McLaren and F1. Always and unapologetically a fierce commercial animal, the 49-year-old is also imbued with a genuine, intuitive and deeply competitive racing spirit. It's a potentially powerful and influential combination.

Motor Sport: Zak, Daniel Ricciardo joins Lando Norris this year. What impact is he already making?

Zak Brown: "Obviously it's early days, but he's a bundle of energy. The general vibe in the factory is we have an awesome line-up of youth and experience, a potential grand prix winner - and a proven [seven-time] grand prix winner. Everyone is enjoying working with him."

M Ricciardo's got an eye on taking one of your historic racing cars off your hands, hasn't he?

ZB: "I wonder which one! I might rather have a tattoo than lose one of those. Then again, I'm desperate for a win, so if he catches me at the right moment... He wants to have a go in my Dale [Earnhardt] Sr car, because he's a huge fan. [Ricciardo's race number, 3, was chosen in honour of the late, great NASCAR legend]. At a minimum, I'll let him have a run as long as he brings it back in one piece."

M You were highly critical of Racing Point last year over its car's similarity to the 2019 Mercedes. Now you have the same engine, do you remain determined that McLaren should continue to go its own way and remain independent in its own approach?

ZB: "Copying someone else's car is probably a good way to get competitive quickly, but if your aspirations are to beat [Mercedes]



Third in the constructors' championship for McLaren in 2020. From left, Lando Norris, Zak Brown and Carlos Sainz

"What Racing Point did was not in the spirit of the agreement"

then copying them... you're not going to beat them [that way]. Because our aspirations are ultimately to win the world championship, the only way to do that is not to be as good as the competition, but to figure out where you are going to be better. The real issue I had with Racing Point was that I don't think what they did was in the spirit of the agreement, and in terms of their brake ducts they did not conform to the regulations, so that was illegal - hence the penalty [Racing Point was docked 15 points mid-season, which made the difference in McLaren finishing above the team in the 2020 standings]. "It would be one thing if they just copied the car, but clearly I think they crossed the line, as did the stewards. So that's the real problem I had with it."

M Do you feel you are on the right path to achieve that championship ambition?

ZB: "Yeah, I think we are, but I think we are half-way there. Last year statistically we were the fourth-quickest qualifying team, fifth-best race team, but we finished third because we executed [well] and our drivers did a great job. We're under no illusion that third, fourth, fifth, sixth is where we are going to play this year. Last year we went into Abu Dhabi and could very easily have been fifth. The reality is while we think the Mercedes power unit [in place of Renault's] is an upgrade, we are also at a bit of a disadvantage in that we had to use our [FIA-awarded development] tokens for that, where others have been able to put theirs towards pure development. So I think net, it might wash itself out. It's early days. We need to learn about the power unit and I think this year"



New recruit Daniel Ricciardo familiarises himself with the McLaren MCL35M

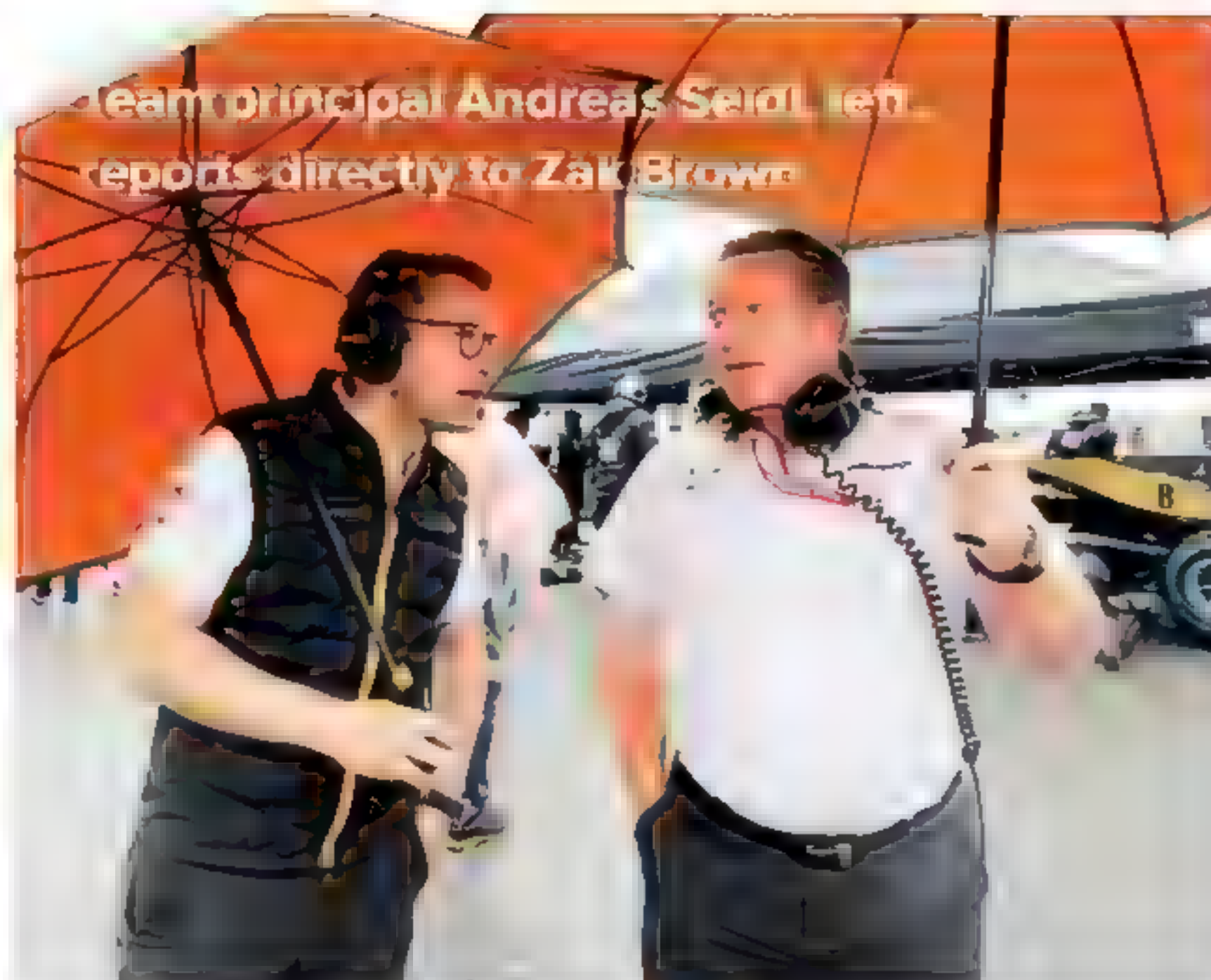
will look a lot like last year. I'd expect Mercedes to win, then I think that third to sixth and seventh is going to be one hell of a fight and you can land anywhere within there. Ferrari will be stronger. I don't think [Fernando] Alonso has lost his touch at all, so [Alpine] is very strong. AlphaTauri showed great speed and won a race last year. I think it's anyone's fight."

M What has impressed you about Andreas Seidl since he joined as team principal?

ZB: "A lot - including his leadership, which I wasn't anticipating. He delegates, gives very clear direction and is not a micro-manager. He's into the details but he creates a team atmosphere and empowers his people. He expects them to deliver, but he gives them the room and the space to go, 'That's your job.' He's as professional and disciplined as you would expect and very highly respected. He's done an outstanding job."

M He sounds a bit like Ross Brawn in that he knows how to get the best out of people.

ZB: "Hundred per cent. He works his team hard, giving them clear leadership and goals."



"I think that third to sixth or seventh is going to be one hell of a fight"

He creates a 'we win together, we lose together' no-blame culture. [Brown then offers a hint of how a new openness in the technical ranks is having a direct benefit, from a race last year] Something was wrong on the car and maybe a few years ago no one would have popped their head up. We would have just gone through the weekend and not had a result. In this situation, we figured out we had made a mistake, got a plane ready, got some new bits and ended up having a strong race weekend. That's something I can point to where there was a direct culture shift that resulted in better performance because of it."

M How is the transition to a budget-capped structure progressing and where will McLaren feel the change the most?

ZB: "We've had to reduce our spend, but not drastically. We've had to revise our headcount slightly and we've had to look at our ways of working. It's a journey because the cost cap goes down every year for the next two years [It's capped at £103m this year, reducing to £100m next year and £96m from 2023 onwards]. We have thoughts on what



McLaren's new colours are papaya and blue, but cosmetically the new car has changed little from last year's MCL35

2022 looks like but we don't need to implement it yet. We also want to learn a little bit this year because you can get down to the cost cap a couple of different ways. Andreas will make the decision on what is the most efficient, effective performance-oriented way to run at the cap."

M And you are still convinced it's the best way of levelling the playing field?

ZB: "Definitely. I would have liked to see the cap a little bit lower, but I'm happy with where it's at. I don't know who has the smallest budget these days: Haas, Sauber [Alfa Romeo] or Williams. But their cars look just like the Mercedes, they just go a little bit slower. If you pegged everyone back down to, say, Williams' current speed, F1 wouldn't look any different."

M Looking further ahead, beyond 2021, what are the priorities for F1's new CEO Stefano Domenicali?

ZB: "I think he's got a bunch of priorities. Obviously implementing the cost cap and making sure that goes as planned, and I'm confident it will. I think North America as

Playing catch up

Andreas Seidl, team principal at McLaren Racing, on his strategy for a return to the top



The cut-glass English is remarkable, but it's the clarity of thought and methodical logic of what this engineer actually says that is most striking. No wonder McLaren team principal Andreas Seidl is so well regarded in F1 circles. He might well turn out to be Zak Brown's most significant signing.

The German speaks with the dextrous diction of a linguist – and puts *Motor Sport* to shame, even when we lob a googly towards his wicket. "Given Daniel Ricciardo's obvious pedigree, is this make or break time for Lando Norris?"

"No, I don't see it like that," he bats on the front foot. "Looking at Lando's first two years with us in F1, it was great to see the step he made from year one to year two. We expect going into his third year to make another step. And for him it's good to have Daniel in the team as a proven race winner. It's important for Lando's journey to become a top driver, which is his goal and ours. I only see benefits from Daniel joining and driving beside Lando."

Like Brown, Seidl isn't about to be drawn into rash predictions regarding possible 2021 race victories, but says he's "positive and optimistic" heading in. He circles a few key elements that might carry McLaren to its ultimate F1 goals. "We can make steps with what we have in place, but at the

same time I expect the next big steps to be made once we have our infrastructure in place," he says. "The most visible thing is the new wind tunnel, which will take two years before it is up and running. To have a wind tunnel on site to the latest specification is key for us and until then we have some limitations."

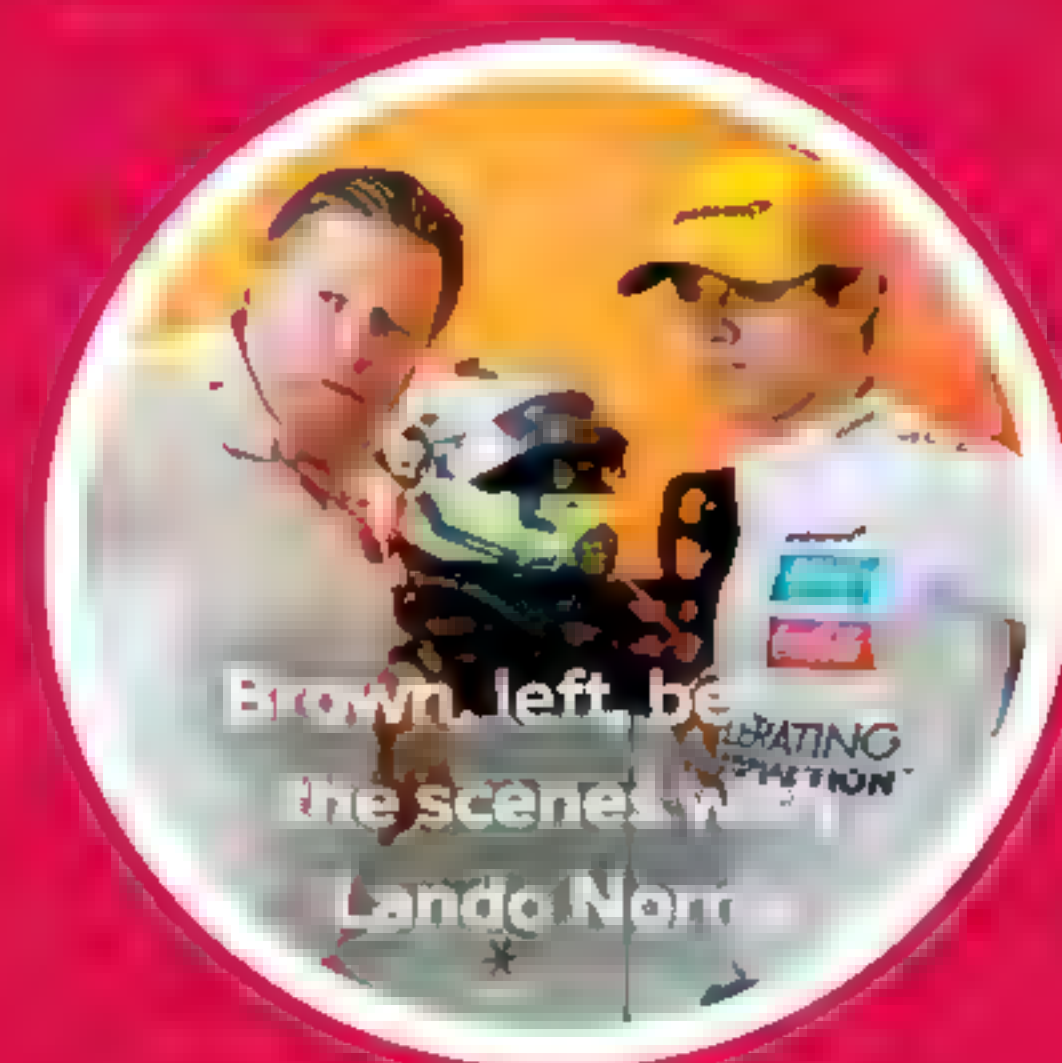
McLaren currently uses Toyota's tunnel in Cologne. "We have a great working relationship with the guys at Toyota and receive a lot of support, but it's also clear this tunnel has not been developed in the past 10 years in the way you would if it was your own, and as the F1 teams running ahead of us have done," says Seidl. "Plus we have the logistic challenge of not having it on site, which is causing

"It definitely gives us an opportunity," he says. "At the same time I think the introduction of the financial regulations, the budget cap, is the key element for us to get back to the front in F1. On the technical side, the reason why Mercedes and Red Bull are in front of us at the moment is not just stability of the regulations we have. They simply do a better job. At the moment they have developed their organisations to have better tools and infrastructure. They will still benefit from that going into next year, which gives them a head start also for the new regulations."

"It's simply down to us to execute the plan we put in place last year in order to get back to the front, which includes becoming a better team in the way we work together, how we are structured and in the way we spend our money. It also includes a clear plan of how we want to get to a level playing field on the infrastructure side with the teams that are in front of us."

"In combination with the technical regulations, but especially with the budget cap that is in place, we have everything in our hands to make it to the front in F1 in the next years. It's now down to us to put in some hard work."

There's that engineer's clarity of thought again. Seidl speaks F1's language perfectly – in whatever language he is using.



inefficiencies. That's why we can't wait until our own is ready to use."

The other issue he picks out is the budget cap. When asked whether the 2022 technical regulations will offer McLaren its best opportunity to take on Mercedes and Red Bull, his answer reflects the more considered view you'd expect from such a man.



Daniel Ricciardo's seven previous GP wins bring experience to the McLaren set-up



Above, halcyon days for McLaren at Le Mans in 1995, whose F1 GTR dominated. A return might be on the cards



Electric cars? F1 is in the business of entertainment, says Brown. The problem is travel, not the track

a market [is a priority]. Everyone needs to remember [Liberty Media] is a commercial rights holder and so with the cost cap and technical rules in place, it's about growing the fanbase. And sustainability needs to remain right at the top of the list of where F1 is headed. We need sustainability for the sport, not just for the power units."

M *In terms of North America, what's your ideal scenario?*

ZB: "Two races that rotate between three tracks. I'm a fan of a 20-race calendar with 15 permanent races and maybe 10 that rotate. We reach a point of burn-out with employees, but beyond that the most popular sports - the Olympics, World Cup, NFL [American] football - have some scarcity to them. When you get to 23, 24, 25 races, that's a lot of frequency and part of what makes grand prix racing so exciting is the exclusivity. In North America, Miami, Las Vegas and New York are your best markets, but they are the hardest races to put around. You've got Indianapolis, which was massively popular for F1 until it burnt out and had the tyre fiasco [in 2005]. You have Roger Penske as a promoter now and there's no one better to have as a business partner. That's ready to go, plus you can have 250,000 people. Austin has its challenges, but is a fantastic track and Daniel's favourite. If you could get a race in, say, Miami and then rotate an Austin and an Indianapolis... While Indianapolis isn't the market of New York or Miami it does fit the F1 brand because it's the world's most famous, iconic speedway. While you are pursuing Miami or Vegas, I'd go to Indianapolis right away, then figure out how to do two a year."

M *Beyond the 2022 rulebook, are you confident Formula 1 is taking the right direction when the mainstream automotive industry is so focused on EVs? Is that where Formula E comes in?*

ZB: "We are interested in Formula E from a sustainability standpoint. I'm personally of the opinion - and everyone has one on this topic - that I don't think Formula 1 should be under an obligation to follow the road car industry. I know we have OEMs [original equipment manufacturers] involved, but we're sport and entertainment. What does golf or football have to do with anything? It's just sport. Just because we use race cars as our ball and bat, I don't believe that means we have to totally align with the future direction of the road car industry. I think the sport needs to be more sustainable in how it goes about racing, but in reality



"F1 should not be under any obligation to follow the road car industry"

the carbon footprint we leave behind, the majority is from travelling around the world. The carbon footprint of the actual race cars is miniature. We need to be careful not to be pigeonholed, that F1 must follow the lead of where the automotive industry is going. We're not exclusively an R&D lab for the automotive industry."

M *So should an independent engine builder be able to compete with the likes of Mercedes?*

ZB: "Yes, definitely. There's too much politics and relationships [built] around the power unit suppliers. Without naming names, teams that run a certain power unit often have to fall in line [on matters such as the budget cap] with their engine supplier. That's not right. If you had an independent engine that dissolves some of these alliances a little more it would allow everyone to be increasingly independent, which is healthier for the sport."

M *McLaren Automotive builds its own engines in collaboration with Ricardo. How about McLaren building its own Formula 1 engines too?*

ZB: "If it was financially viable, it is something we would consider. But the numbers they are spending are madness. Coming back to what Stefano needs to tackle, now he's got team budget caps in a good place, he's got to work on the future power unit [from 2025] because no one would come in on today's spend level. There's no business model that works for a Cosworth or Ilmor at the current spend levels. He's got to tackle the future of the power unit, the sustainability within that, the costs within that and come up with a business model that makes sense for an independent to join."

M *Away from F1, briefly, what are the chances of a McLaren LMDh or Hypercar racing at Le Mans?*

ZB: "Decent. It's under review and has been for quite some time. We would only do LMDh because LMH doesn't have a cost control element to it. If we were to do it, LMDh would be how and it's something we would like to do. Le Mans and sports car racing makes sense for our brand. We had success there before, the shareholders like that form of motor racing. It's one step at a time. F1 is our number one focus and always will be. Anything we do outside of that has to complement F1, so IndyCar was all about addressing the North American market. I'm a little concerned over the LMH and LMDh performance balancing. That being said, the fact that Porsche and Audi have come in gives us confidence because they know how to win at Le Mans and they'll make sure there is balance of performance between the two types of cars. It's an expensive project and it requires a lot of development. With IndyCar it's a simpler, but not easier, form of racing where you buy the Dallara and have a Chevy in the back. This requires a longer lead time and until we are out of Covid it would be unwise to take a big decision. If we were to enter, it would be 2024 and in order to be ready. I need to make a decision sometime in the middle of this year. We're active, we're ready, we just need to see if the stars align and when the dark cloud clears up."

AN INDEPENDENT MCLAREN RETURNING TO winning ways in F1, while competing at the sharp end in Indycars, Formula E and at Le Mans - now wouldn't that be something? Zak Brown and his team have much to juggle and put in place to achieve just half of it, but it's a vision that rings a bell. Somewhere up there Bruce McLaren must be smiling. ●



Under t



With Formula 1 teams gradually revealing their 2021 machines before testing takes place in Bahrain, **Lawrence Butcher** runs his thumb across the design repackaging and alterations that will give that extra yard during the season – and there are some snazzy new liveries, too...

Alfa Romeo has used development tokens on a new nose section in the hope of climbing into F1's upper midfield

he skin



NORMALLY, THE MIDDLE OF February would see Formula 1 teams shipping out to Barcelona for the first pre-season tests. This year, however, testing is restricted to one three-day session at the Bahrain International Circuit in March thereby delaying this year's launch schedule. In fact, only McLaren, AlphaTauri and Alfa Romeo had revealed their cars by the time *Motor Sport* went to press. Nonetheless these offered important clues as to how teams would be tackling the final year of the current regulations before all new cars are revealed for the 2022 season.

McLaren was first out of the blocks with its MCL35M and the Woking outfit was in an unusual position among its fellow chassis manufacturers. Thanks to a switch from Renault to Mercedes power (which used all of its development tokens), it received dispensation to alter its chassis design beyond the constraints of homologation rules agreed in 2020. As technical director James Key notes, "Fundamentally, the architecture of the car is different, but the homologated areas are as similar as possible. It added an extra dimension, which probably led to a suboptimal approach compared to if you are absolutely free, but I don't think it was that much of a compromise."

Looking at the favour of the car, with the caveat that launch specs are never what arrives at testing, there are some obvious changes. The packaging of the sidepods is impressively tight. In plan view they tuck in towards the centre of the car sooner than the 2020 car. One of McLaren's videos also appears to show a large cooler sited on top of the power unit, hinting that the team has moved toward placing more cooling capacity on the centreline of the car, rather than in the sidepods.

Aerodynamic rule changes for 2021 have also impacted the car's design in three key areas. Most noticeable is a narrowing of the floor ahead of the rear tyre by 100mm

ENGINE COVER

McLaren appears to have mounted a large cooler on top of the power unit, directly behind the intake plenum. The change to the Mercedes power unit also necessitated a lengthening of the wheelbase.



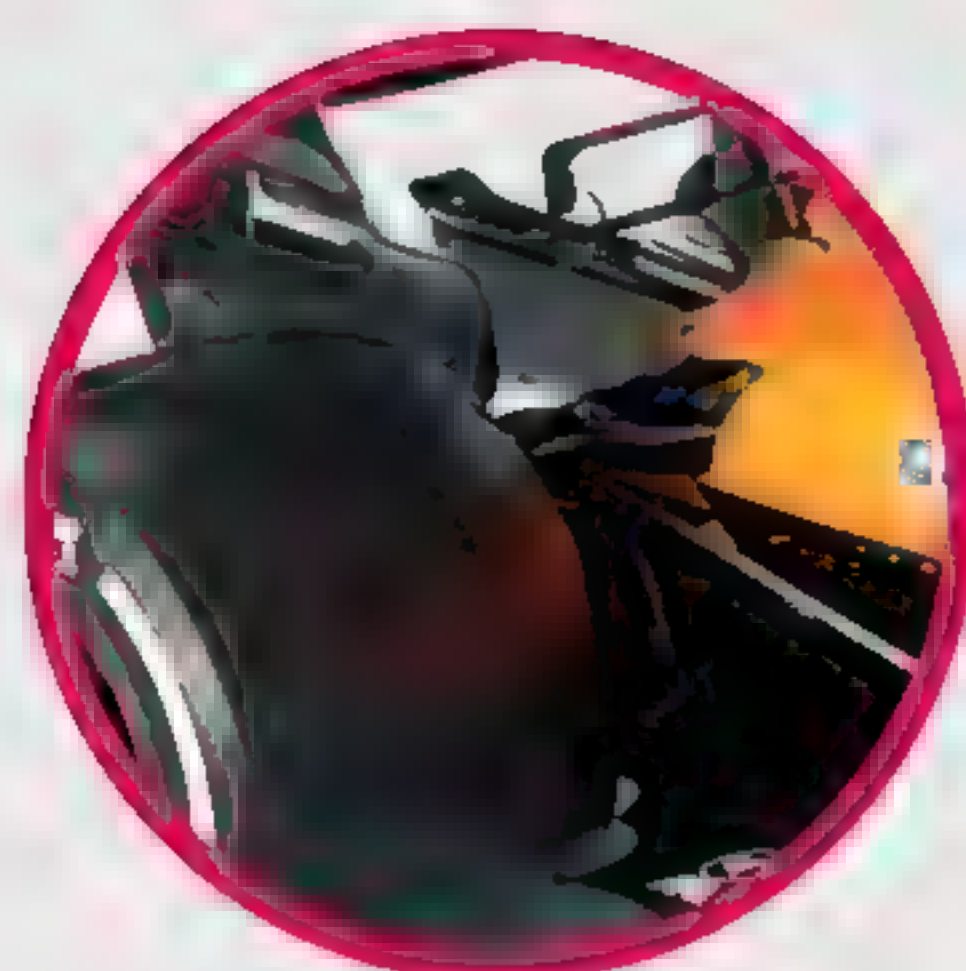
AIRBOX

Looking from the front of the car, the bodywork directly behind the main air inlet is noticeably wider than on the MCL35.



REAR BRAKE DUCTS AND DIFFUSER

The rules have shortened the winglets on the lower half of the rear brake ducts by 40mm and reduced the depth of the rear diffuser fences by 50mm.



REAR FLOOR AREA

The 2021 regulations, intended to peg back performance, specify that from a point 1800mm rearward of the front wheel centre, the floor must taper to a point 175mm inboard of the outside face of the rear wheel. Coupled with this change, the use of any slots or holes in the outside edge of the floor has also been banned.



along with the outlawing of slots in the floor. Additionally, the winglets on the lower half of the rear brake ducts have been shortened by 40mm and the height of the diffuser strakes reduced by 50mm.

Key explains: "Most of the aerodynamic surfaces are free to develop, things like bargeboards and the front and rear wings. We've been working hard on these areas and will continue to do so throughout the season. There's plenty of scope to make improvements - to enhance our strengths and address any weakness. This area is developing a lot on the cars and there is a lot of complexity there."

With the loss of floor area, McLaren and others will be looking to work what they have left harder, exploiting any leeway that remains to seal the sides of the diffuser. Here, McLaren may have gained something from its Mercedes

swap. "Even the wheelbase has changed," Key mentions. "We've had to extend it slightly because the gearbox bell housing is longer to accommodate the Mercedes engine." This in effect gives its aerodynamicists a slightly larger floor to work with.

The AlphaTauri AT02 launch gave away little as the team rolled out a repainted 2020 car; however, some details were present on renderings released online. Technical director Jody Egginton stated that the Faenza squad had spent its development tokens on a slimmer nose and redesigned outboard front suspension. However, studying the images of the AT02, it is clear that the team has been busy on the (not token-constrained) bodywork.

For example, the floor of the car has a notched section extending from halfway down its length to the rear wheel, which seems to be a neat workaround of the rules banning slots in the floor. The profile of the sidepods and the engine cover also look tighter than the AT01, while a 'Venetian blind' system of slats has appeared next to the sidepod inlets.

Egginton says: "The work which has been undertaken to develop our car for 2021 goes far beyond compliance with regulation changes and has involved changes to nearly all aero surfaces and also development and repackaging large parts of the car. We have spent a lot of time working to recover aero losses as a result of the regulation changes, while increasing and

Honda power for the AlfaTauri AT02





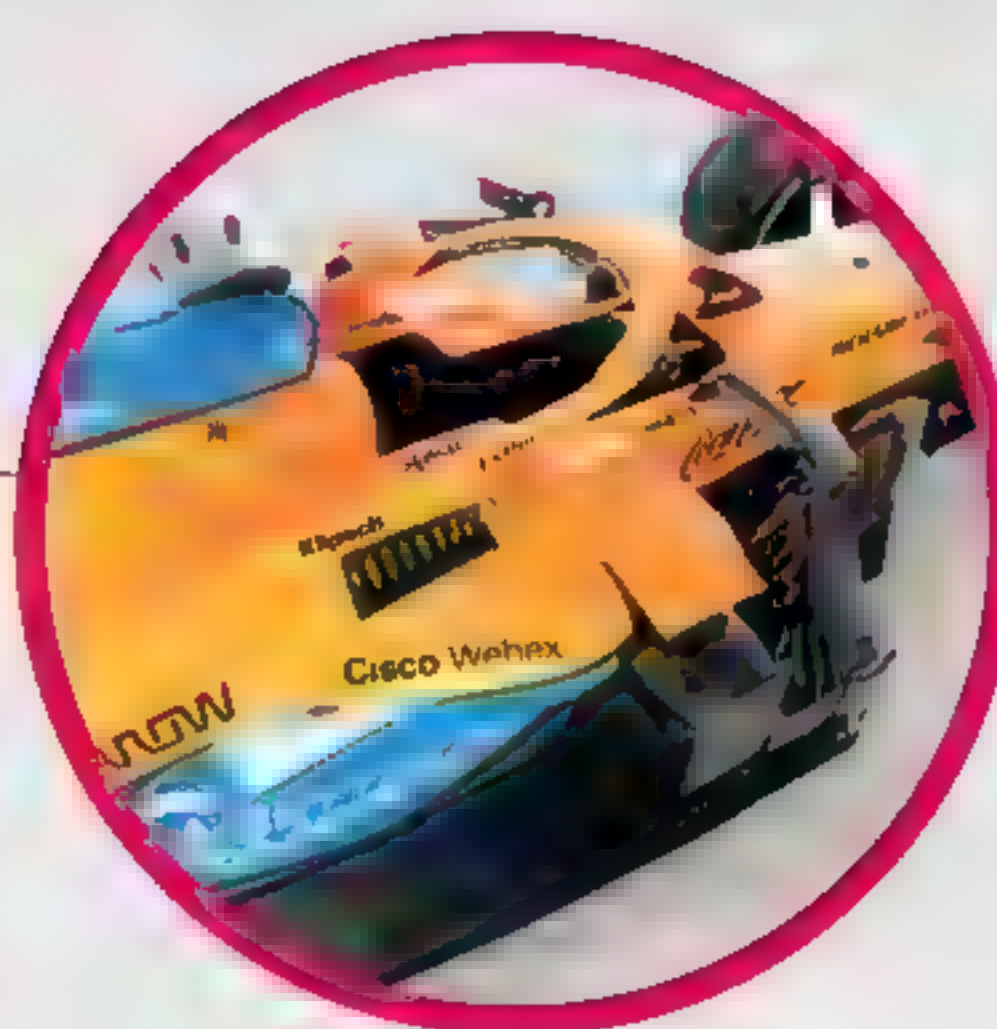
CENTRE SECTION

The Mercedes power unit design is very different to the Renault. Most significantly, it has an MGU-H layout, which places the compressor at the front of the engine and the turbine at the rear, versus the Renault approach of placing both at the rear, necessitating a redesign of the rear tub bulkhead. It also requires a different cooling system, electronics package and engine to gearbox interface.



NOSE

McLaren homologated its nose design, which is dictated by the shape of the crash structure, for the Russian GP in 2020. Other teams spent development tokens in this area.



SIDEPODS

The sidepods of the MCL35M appear to be far more tightly packaged than the 2020 car, tucking back in towards the centre line sooner and having a deeper undercut on the underside.

TYRES

Pirelli brings a new tyre construction, which was not particularly well received during 2020 testing. Drivers noted that they were markedly slower than the then current rubber, with Pirelli revising the construction to increase durability, which also led to an increase in weight.

improving the aerodynamic operating window.”

Commenting on whether the cars would have the same pace they achieved at the end of last season by race one of 2021, McLaren's Key says, “It's going to be close.” Egginton meanwhile seems confident that AlphaTauri has regained most of the lost performance: “Overall, taking everything into account, I would say we will probably see a performance level that is similar to that seen in mid-2020.”

Sauber/Alfa Romeo Racing skipped from the C39 to C41 designation, as C40 was already assigned to what was going to be its 2021 car before the new rule changes were delayed.

Technical director Jan Monchaux remarks that the FIA directives targeting Ferrari's power unit at the end of 2019 had an impact on the performance of the C39, “but once we filtered that out there was evidence that there were

areas where we could have done a better job”. The engineer says that the car's performance at the start of the 2020 season was a shock.

Some of the deficit was addressed. There were still performance characteristics which the drivers disliked though that could not be fixed until the end of the year. Speaking at the car's launch, Monchaux said its two development tokens were spent on the nose. To this end, the most visible alteration is that the nose structure has been made narrower, with the addition of a ‘cape’ extending from the upper surface of the nose around its sides, sweeping across the front wing supports. Unfortunately, Alfa Romeo did not publish any overhead shots of the car,



making it hard to assess changes to the packaging of the power unit, though it seems to be more tightly wrapped than in 2020.

However, detail work around the rear floor area was evident from the launch images, particularly the addition of a small upswept section on the outer trailing edge.

Notably, Monchaux states that though the team would develop the C41 through the season, it would not be at the same rate as previous cars: “Our focus is on 2022, which is going to be a complete revolution. We will have a completely different car and this represents an opportunity to make a leap forward, closer to the front of the grid. The less we put on the 2021 car, the more we can put on the 2022 car, especially with the budget cap in place.”

"I WOULDN'T SAY THIS WILL BE A NORMAL SEASON"

There's much riding on 2021 and with Covid restrictions none of it is predictable, but as Ross Brawn explains to **Chris Medland**, there's an emergency plan in place



"EVERYONE WAS THINKING that this year would be easier, but it is not. The proof we have given in terms of professionalism, structure and protocols in place have been very important to manage this situation."

When Stefano Domenicali accepted the role of Formula 1 CEO, like many of us he was expecting to face a challenging situation but one that was improving all the time. That much was made clear by the record 23-race calendar the sport approved at the end of 2020, kicking off in Australia as usual and ending once again in Abu Dhabi.

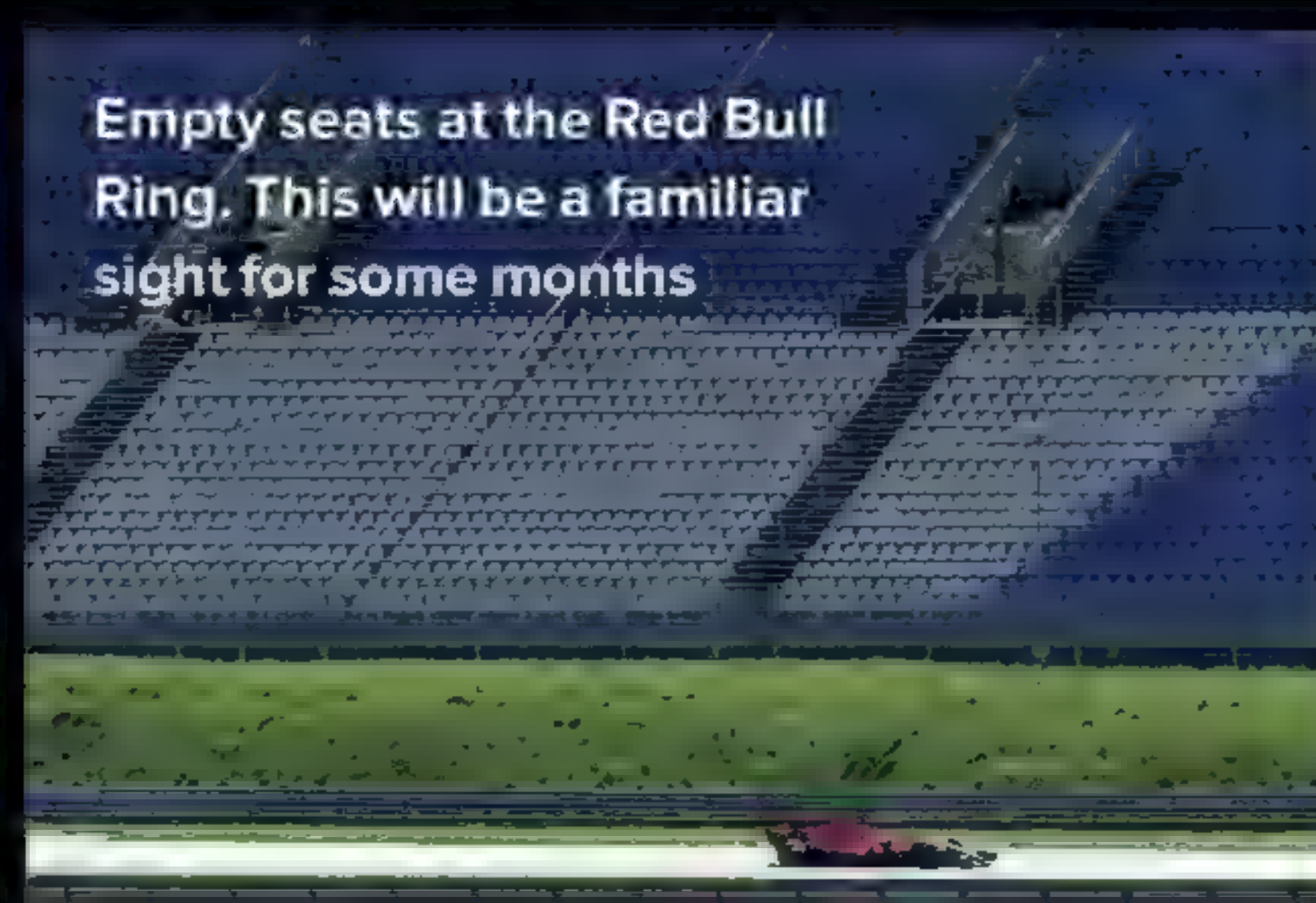
But no sooner had Domenicali got his feet under the desk in January than changes needed to be made. Australia was pushed back to November, China postponed and Imola added, while a TBC race has remained TBC as uncertainty over Portugal's ability to host an event continues, although it now seems set to take place.

Fortunately for the Italian, he wasn't being handed full responsibility; that hasn't been Liberty Media's approach to running F1. A three-man management team of Chase Carey, Ross Brawn and Sean Bratches was installed back in 2017, and Carey remains chairman. But it's Brawn who Domenicali knows well from their time together at Ferrari, and the managing director of motor sport also has clear knowledge of what worked and what didn't when F1 went back racing in 2020. It will prepare him for what's to come.

"I would't pretend this is going to be a normal season," Brawn says. "I think there will be challenges. Nobody can predict how this virus is going to evolve and develop and we've got the comfort of vaccination but that is unlikely to be complete, certainly not at the beginning of the season."

"I think there are quite a lot of variables in there, but we've shown ourselves to be up to the task and the promoters have shown themselves to be pretty adept at stepping up quite quickly. It's finding this correct balance between, primarily, safety and then making sure we can have good races, and that we have a good business model to maintain the finances of Formula 1."

"In the Formula 1 family, teams rely on the prize fund – some more than others. We have a business to run, so we need to find that compromise. Last year, economically speaking, wasn't our strongest, which was a shame because 2019 was our best year, and then like most companies and most sports we had the challenge of 2020. But actually, I think we came out of it pretty well under the circumstances."



Empty seats at the Red Bull Ring. This will be a familiar sight for some months

"So we've got to find a balance of all those elements, and it's a live thing, it's evolving every day and there are decisions being made every day to ensure we go in the right direction."

Although confident that Bahrain will host the first race of the 2021 season at its impressive Sakhir facility, even at this stage Brawn can't speak with any certainty beyond that. But his point about the F1 'family' is important. The sport can't afford to get it wrong, for both itself as a business and others who are dependent on it.

While the 2021 calendar looks familiar in terms of the races that have been selected and in the order they appear, particular attention was paid to the times when F1 was likely to run into trouble.

"Most of the promoters were keen on a date later in the year for obvious reasons, and we don't want to make it too crowded but we've done our best to have a manageable programme more in the latter two-thirds of the year than the first third. It varies. Every country is in a different condition at the moment, but we've given ourselves a bit of breathing space at the beginning."

"Anyone who cancelled last year, they did it with a heavy heart. There's tremendous enthusiasm for races within Formula 1. We have a lot of support from the promoters, from the countries, and they're all very, very keen to have races. So that's not been an issue; the issue has been countries and promoters respecting their local conditions, not worries about the Formula 1 community coming to the track or the country. ◉



Necessity meant a
slimming down of F1
operations, but Brawn
believes this has
given better efficiency

WIN



Tech Spec:

Item Scale: 1:32
Easy change guideblades: Yes
High Detail: Yes
Magnatraction: Yes
Manufacturer: Lotus

EXCLUSIVE READER COMPETITION

Win The Genius of Colin Chapman – Lotus GP Triple Pack

Motor Sport Magazine has teamed-up with **Scalextric** to offer you this very privileged opportunity to win **The Genius of Colin Chapman - Lotus GP Triple Pack** (worth (£129.99)).

Lotus 25

Colin Chapman's first championship victory came in the hands of Jim Clark behind the wheel of the ground-breaking Lotus 25. Powered by a 1.5 litre engine this small nimble machine proved to be an excellent all-round racing car.

Lotus 49

His next landmark design was the superb Lotus 49. Clark also enjoyed success in this

car, as did his one-time rival Graham Hill, with Hill winning a world championship in the car.

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"That's the one thing that we have to avoid - that there is any concern about our circus arriving in town. The issue tends to be just the local conditions that mean it's not practical or wise to have a race. So we've had no problems at all re-engaging with promoters and organising the races for 2021."

In some ways it is encouraging for promoters to see how different Formula 1 is as a whole when it arrives at each venue to race in a Covid-19 environment. Multiple PCR (polymerase chain reaction) testing stations were used in 2020 and will be again this year, while the logistics of the broadcast operation on-site has also been made less complex.

That might seem like a small change, but it is the TV public that is so attractive to many promoters, while for F1 itself it ensures a more agile set-up when there can be last-minute changes to the racing schedule.

"Within our broadcast centre, we had a long-term plan to move a lot of those activities into what we call the remote broadcast centre, the base back at Biggin Hill," Brawn explains. "A number of activities were going to be home-based rather than people travelling the world, and that needed some changes in the technology for us to be able to do it."

"We had a two-year plan to do that and we accelerated it into four or five months. In fact our broadcast centre now is probably half what it used to be and the rest of the people are operating remotely from Biggin Hill. That went well and we're now on the second iteration of that. This year we'll see a refinement of that."

"So we would never consider going back now to taking all those people round the world with us. We've trimmed down the operation and by doing it the correct way we've made ourselves more efficient and certainly not impacted the quality of the product."

FANS WATCHING FROM HOME DON'T pick up on a difference to the output, and the beauty of F1 means the lack of a crowd at many races last year was barely noticeable. That's because most of the atmosphere comes from the noise of the cars.

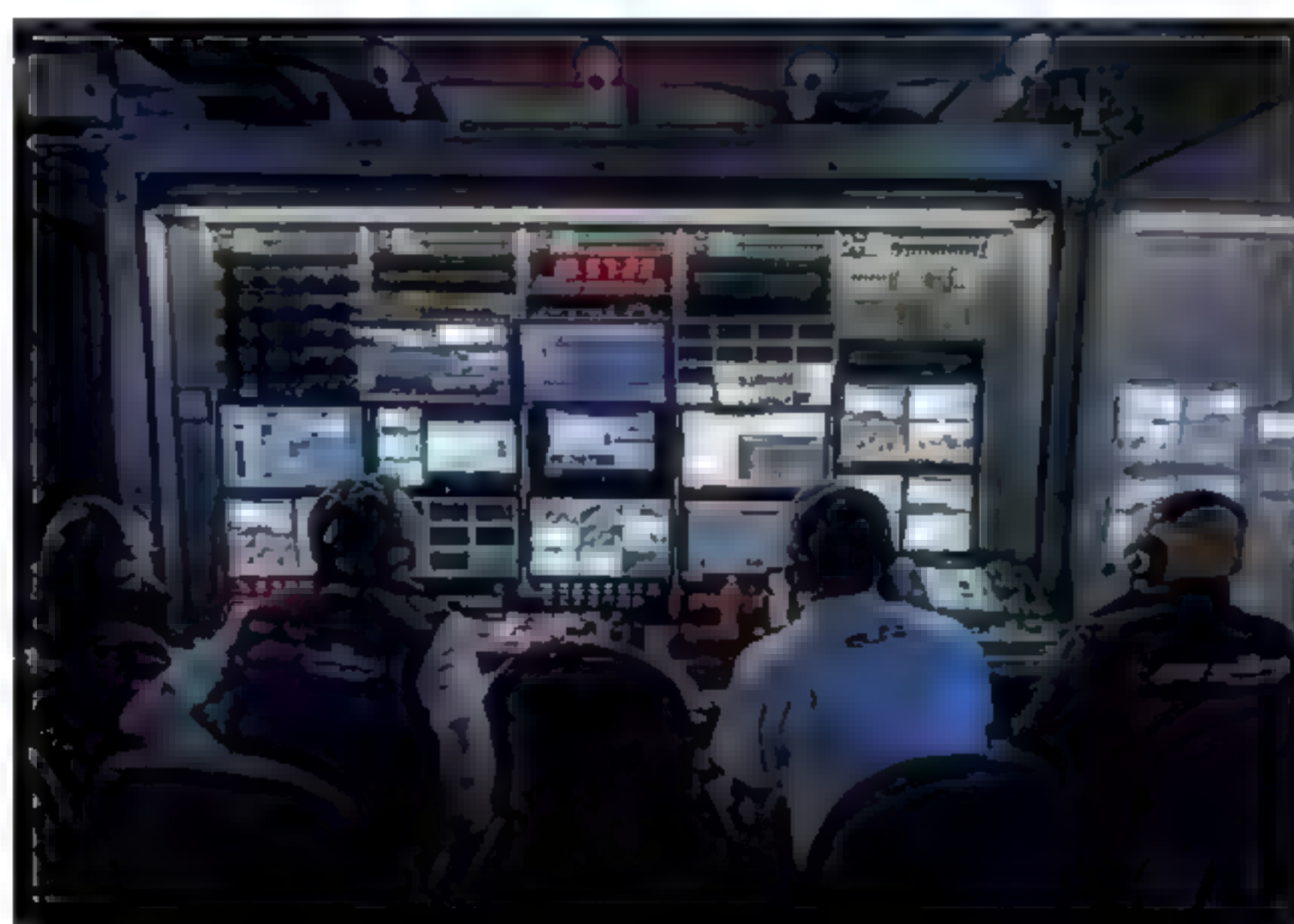
But it's the spectators trackside that can generate significant income for a promoter and the sport. No more so than within the Paddock Club, where the rich and famous, and sponsors and VIPs, all mingle in the heart of the action.

Getting those guests - and their money - back is clearly attractive for F1, but Brawn says no significant steps in that direction have been made because of the logistical challenges in the current environment.

"That's where it steps up substantially in terms of the number of people involved," he

admits. "While we can demand of the people in the paddock strict protocols - pre-testing, testing several times over the weekend, they're in their bubbles and have to maintain their bubbles when they're in their hotel and when they eat - it's a different thing when you move into Paddock Club because you've then got a group of people coming together who won't have those protocols. You have to be certain that you can offer them a safe environment."

"There's a little bit of time between when we're able to have a safe race and when we're able to have a safe race and the Paddock Club. There's a gap between those two thresholds and having the safe race is the priority. We'll



"We would never go back to taking all those people round the world"

have a safe Paddock Club when we believe that our means of managing the virus is good enough to give everyone a safe experience."

Beyond that, getting fans on site will be the next challenge. A few races managed it last year - in small numbers - but there are no guarantees many will be able to do so in 2021. This is where F1 has built in a further buffer, with the early rounds featuring a number of races which successfully held behind-closed-doors events last season and would be willing to do the same if required once again.

For venues such as Zandvoort, an early-season slot was moved to give the returning Dutch GP the best chance of hosting spectators. It also marks the start of a European triple-header that can still be easily executed as the usual Spa-Monza pairing if the Netherlands event proves unviable at late notice.

"A circuit and a promoter need to promote," Brawn says. "They need to market their event and sell tickets with some confidence they're going to be able to hold the event. It happened in 2020; some races sold tickets and then couldn't have the race. Then they had to either postpone the ticket until the following year or make other arrangements."

"So there is a point at which a promoter will, I'm sure, make a decision on their ability to sell enough tickets and have a viable event or not to have the event at all. That will vary quite frankly with different countries, different promoters and different business models."

"If you take Bahrain, for example, spectators are important but it's not the major driving factor. You take a race like Holland and spectators are the driving factor. So they're all different, models vary and it depends on circumstances how much of a factor that is."

The idea that some promoters might need to change plans is not one that F1 is ignoring. To counteract that, Brawn says the focus has been on ensuring the sport remains streamlined and efficient - through aspects such as fewer team personnel on site - so it can react at short notice. With clear protocols at each event, the paddock has become that bit more plug-and-play in the current climate, allowing back-up venues to be identified if required.

"We're pretty standalone. There are a few countries - for instance Russia and Bahrain - that have their local testing regime they want us to use, and that's proved to be satisfactory in the past, or we support it with the contractor we have that looks after all these things for us. So I think that side of things is very flexible in terms of reacting."

"Street circuits have to start building a few months before the grand prix so they have to make a decision to go ahead before the race is due to be held, and then they start to incur real costs when they do that. There's naturally some anxiety in trying to predict where you are in two or three months' time, but that's just a call you'll have to make at the time."

"Rather like last year we have one or two races in the background who could step up if we needed to. We don't intend to, but I think we're in the fortunate position, particularly with some of the newer tracks we went to in 2020, to have some races on short notice if we had to, but that's not our plan."

To say 23 races sounds ambitious is an understatement, but then so many scoffed at Chase Carey's claims that there would be between 15 to 18 rounds last year. As a result of that remarkable achievement, Formula 1 has the blueprint that ensures 2021 has every chance of at least getting close to being a more normal world championship. ●

1



This won't be Lewis Hamilton's final season

That new one-year deal, his age (37 next year), the likelihood he'll become a record eight-time world champion this year and the sheer longevity of his time performing at the highest level has fired speculation Sir Lewis might retire at the end of 2021. But for all his wider interests, Hamilton loves motor racing. It's all he's known. Would he walk away from F1's greatest team (probably ever), despite the uncertainty of new regulations? We're not convinced.



2

The Williams revival will start now

Will it? Why? Six years ago this team finished third in the constructors' championship for a second consecutive season, so the ingredients for revival must be in there somewhere. A change of ownership and new investment were for the best, but will it be enough to lift this once-great team from the morass it has fallen so far into? Genuine revival means a return to the top three and all that can

realistically be expected of the FW43B is to shift the team up a place or two from worst of the current 10. Two unproven rookies at Haas and the chances of the brilliant George Russell and respectable Nicholas Latifi picking up a point or two make that achievable in 2021 – but does that really represent the start of a revival?



Crystal ball at the ready...

There's nothing like a few bold forecasts to leave you looking foolish. But undeterred, here are our out-on-a-limb predictions for 2021 (just don't write in when Alonso wins at Bahrain)

3

F1 will once again thrive during the pandemic

Covid-19 brought the best out of F1 last year, as the leadership, teams, staff and drivers proved brilliantly adaptable to the most challenging circumstances. That 17 races were run across Europe and the Middle East, for what turned out to be a really enjoyable season, was a testament to their hard work. Sport is a perfect distraction and comfort right now, and for a while yet that might need to remain the case. There's no reason to doubt F1 can deliver again. Thank goodness for GP racing.



5

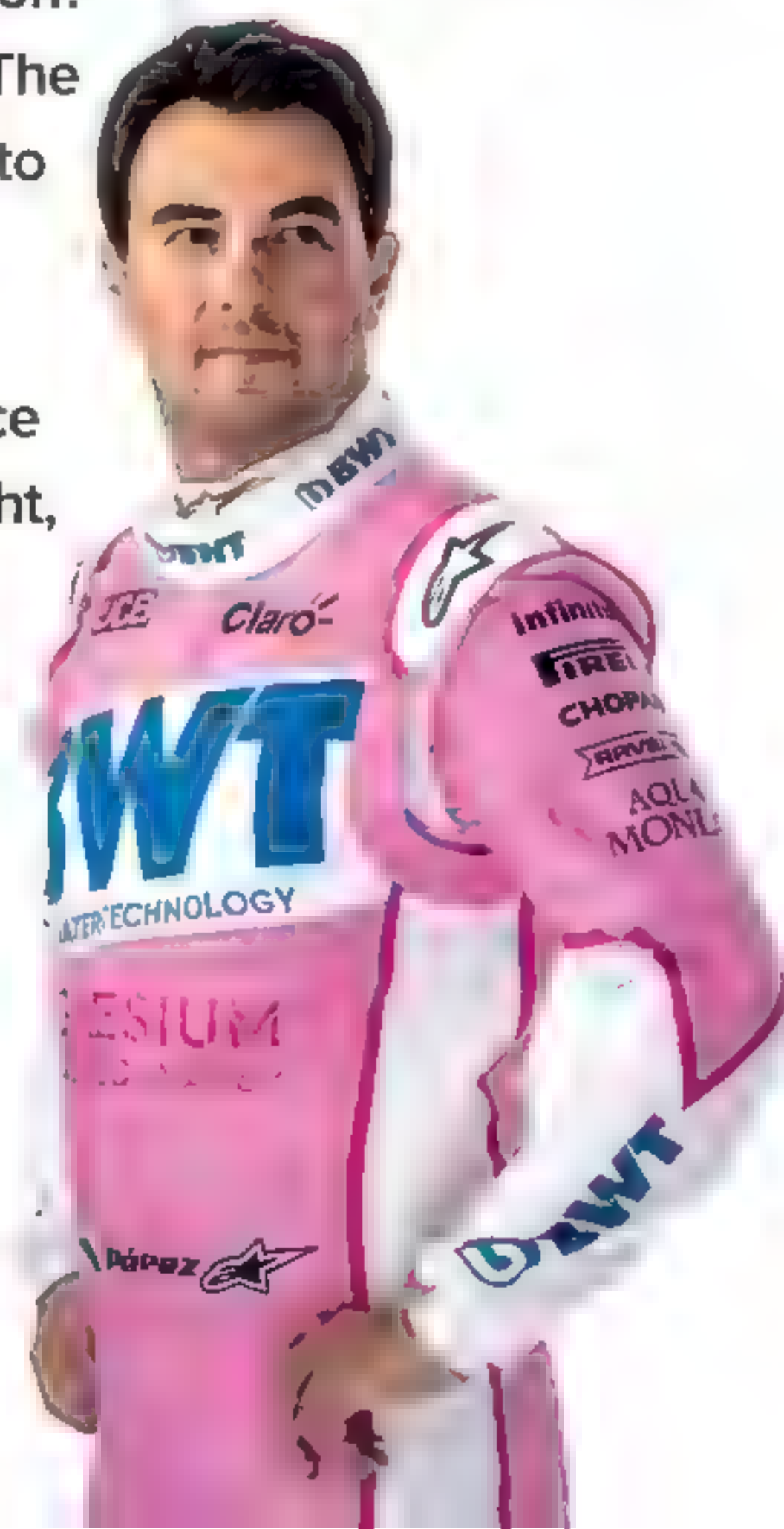
Ricciardo vs Norris: the closest team-mate duel

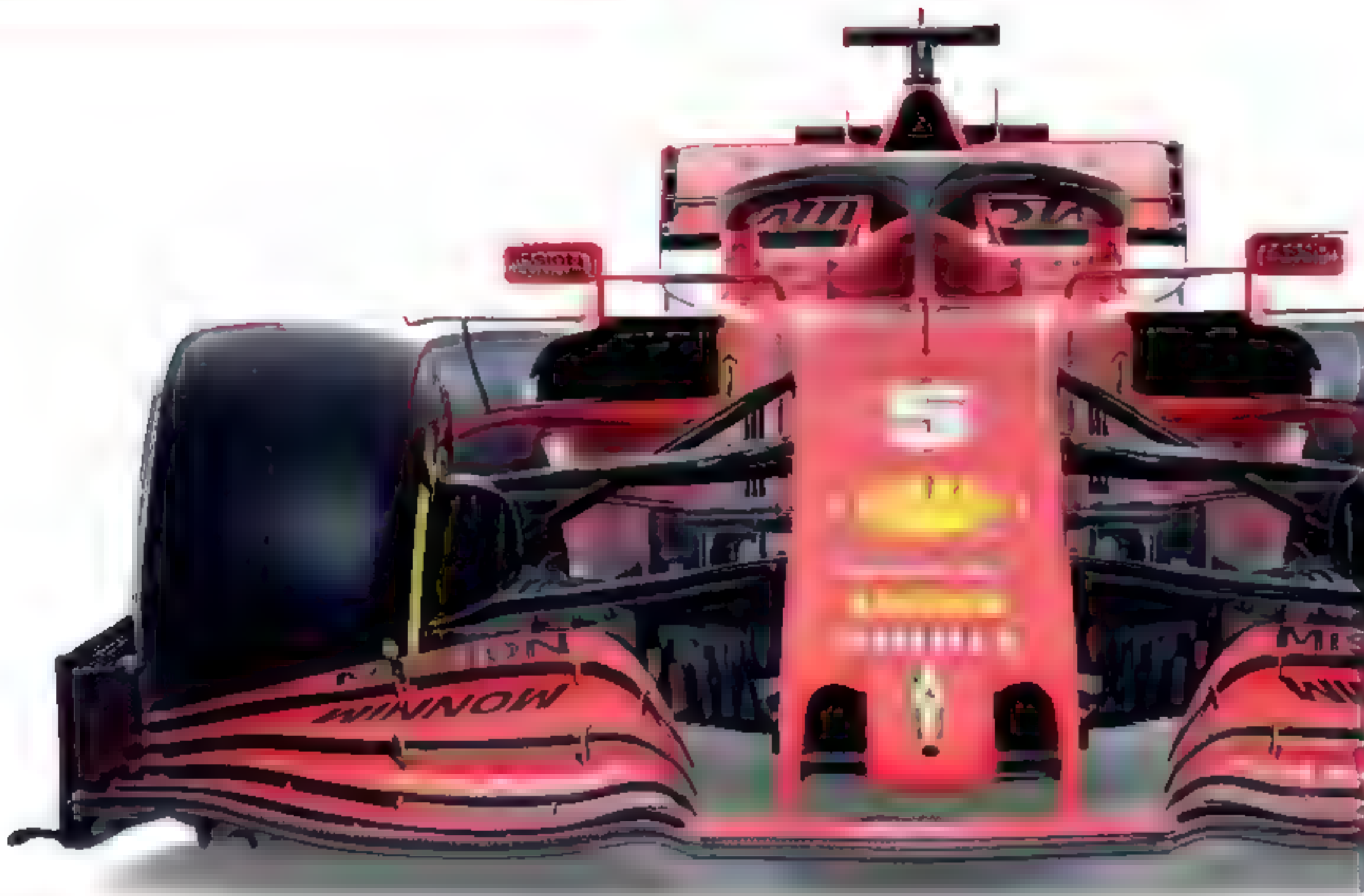
This looks juicy. Daniel Ricciardo is a top-four talent, existing in the same stratosphere as Hamilton, Verstappen and Leclerc. So logically he should put away Lando Norris as he did Esteban Ocon at Renault. As for Norris, he has two solid seasons behind him, during which he's shown only flashes of the capability loaded on him on the way up. So is he the real deal? Sainz was tough, but Ricciardo will raise the bar a notch or three. How we perceive Norris in ninth months from now will depend on his fate against the Aussie, meaning 2021 could make him... or the other one. Look past the wide smiles and good-natured 'bantz' – this is a deadly serious team-mate duel with much riding on it for both.

4

Sergio Pérez won't outscore Max Verstappen

The Mexican has been hired because he hoovers up points. But to beat Verstappen over a season? That's surely a stretch. The Dutchman is still prone to too many errors for a driver of his ability and he's yet to have a chance to be tested in a title fight, but Pérez will need to dig deep to match this firebrand. It's easier to predict that the 31-year-old will prove a great signing for Red Bull and will hit the targets set for him.





8

Ferrari will be back in the fight

The most illustrious team of them all could barely be much worse than last time, could it? More than a year on from that behind-closed-doors deal with the FIA, Ferrari is banking on an all-new powertrain to lift it back to where it belongs. It had better work, given the new engine development freeze that's due to kick in next year, but assuming it is an improvement, Leclerc and Sainz should pitch the red cars in the midst of the battle for third-best team. McLaren, Aston Martin and Alpine should be in the mix. We're rubbing our hands.



9

Alonso won't win for Alpine

If podiums were all Ricciardo could aspire to at Renault, why should a 39-year-old who has been out of Formula 1 for two full years expect more? That's no reflection on Alonso. His place among the greats is assured and it'll take more than a broken jaw to quench his 'warrior spirit'. A performance shortfall, plus management confusion in the wake of Cyril Abiteboul's departure, makes fireworks a certainty. But with Alonso that was always going to be the case anyway. It's good to have him back.

10

McLaren will win a race

As Williams has proved, a Mercedes powertrain is no guarantee of form. But under tech director James Key and team principal Andreas Seidl, McLaren looks better placed to make more of F1's benchmark powertrain. The relative rules stability and McLaren's switch from Renault makes it the team with most to gain – and lose. No matter how cautious they might be in public, internal expectations following the reunion with its old partner must be heightened. It'll need luck, but McLaren could get a first victory since 2012.



6

Mick Schumacher is on a hiding to nothing

We feel sorry for Michael's son. Heaped with expectation based on his name rather than his form from a middling junior career, he'll dive into shark-infested waters armed with a car that left Haas clinging on for dear life last year. He's surrounded by the same people who guided his father, which should be a positive – as long as they remember Mick is not Michael... All he can really do to carve a Formula 1 career on his own terms is outperform his teammate, Russian Nikita Mazepin, who enters F1 with his own self-imposed pressures created by an unsavoury social media incident late last year.



7

Stefano Domenicali will be a hit as F1 boss

Nice guy, Stefano. The Italian was a refreshingly human frontman at Ferrari from 2008-14 (even if he failed to win a championship) and was great as CEO and president of Lamborghini. But does

he have what it takes to lead Formula 1? Perhaps. We'll find out soon enough. Unlike his predecessor Chase Carey, F1 is in his bones and he carries the respect of his former peers at the teams. But he has inherited a sport that's facing heavy commercial pressures (as ever) and more vitally, as-yet unanswered questions about how it will find its place in a fast-changing world. He has a massive job ahead of him.







★America's true-blue undefeated road-racing champ

The British have always been proud of their association with the Ford GT programme, but the Mk IV was pure Stars and Stripes. As **Preston Lerner** reveals, for a sports car that only raced twice, it made a hell of a racket – and it's about to ride again

The first race for Ford's GT Mk IV was the 12 Hours of Sebring in 1967, with Bruce McLaren, *left*, and Mario Andretti on driving duties



BOB RILEY IS THE GREATEST American racing car designer of the postwar era, full stop. His portfolio bulges with drawings for cars stretching from the Coyote that AJ Foyt drove to victory in the Indianapolis 500 in 1977 to Daytona Prototypes that won the Rolex 24 nine consecutive times. And while he's not exactly the kind of guy who wallows in nostalgia, he does have a soft spot in his heart for the Ford GT Mk IV.

In 1965, Riley was part of a small team of engineers who created the J-Car. Two years later, the J-Car was re-fashioned into the Ford GT Mk IV, which won Sebring and Le Mans before being mothballed without ever having been beaten. Now, Riley Technologies - the firm Bob runs with his son, Bill - is building a run of five continuation Mk IVs based in part on engineering drawings signed by Riley himself more than a half century ago.

"The Mk IV should be remembered as one of the all-time great sports cars," Riley says. "It feels right to have all the stuff we need to build the new ones here in our shop."

According to conventional wisdom, the Ford GT Mk II, popularly known as the GT40, is one of the most iconic road-racing prototypes in history, and for good reason. First, the Mk II finished 1-2-3 at Le Mans in 1966 - a feat recently brought to the world outside of motor sport in the 2019 film *Ford v Ferrari*. Then, a GT40 campaigned privately

by John Wyer won the race in 1968 and 1969.

Still, it's the Mk IV that deserves to be remembered as the ultimate all-American road-racing car. Unlike the GT40, it was designed, built and developed entirely in the United States, and it was driven to victory at Le Mans in 1967 by the most American pairing imaginable - Foyt and Dan Gurney. It's one of the only cars to win a major event in its first race out of the box, and it retired as the undefeated, undisputed heavyweight champion of the endurance racing world.

Charlie Agapiou was the crew chief of the Mk II that controversially finished second at Le Mans in 1966. But he says the Mk II wasn't in the same class as the Mk IV that replaced it. "That car was brilliant," he says. "It gave us no aggro whatsoever."

As most people know, Henry Ford II set the Le Mans programme in motion in 1963 after Enzo Ferrari rejected his attempt to buy the Italian carmaker. The original GT40 was an Anglo-American collaboration between Ford designers and engineers led by Roy Lunn and a British crew headed by Lola's Eric Broadley (and the young Tony Southgate). The project was keenly observed by Wyer, who'd overseen the Aston Martin victory at Le Mans in 1959.

The Ford GT unveiled in 1964 was fast but fragile. In 1965 it was upgraded with a big-block 7-litre Ford V8 and dubbed the Mk II. The next year, the Mk II humiliated Ferrari. All seemed right in Ford World ◻

"It's one of the only cars to win a major event in its first race"



FORD GT MK IV

At Le Mans in 1967, GT Mk IV No2 was driven by Bruce McLaren and Mark Donohue and finished fourth, but the No1 of Gurney and Foyt, which carried a red livery (and in fact was parked next to No2 here, but is out of shot) made it two wins out of two for Ford's unstoppable racer



The Mk IV was built with the specific purpose of Le Mans victory. Left, Foyt savours the success

BERNARD CAHILL/GETTY IMAGES



History is made as American drivers in an American car take the chequered flag at Le Mans in 1967; to date, this is unique

until the stunning new 330 P4 led a shocking 1-2-3 Ferrari sweep at Daytona at the start of the 1967 season. There was consternation at the Ford headquarters in Dearborn, Michigan. But out in Los Angeles, Phil Remington - Shelby American's remarkable Mr Fixit - hatched a plan to make a silk purse out of the sow's ear known as the J-Car.

From the start of the Le Mans programme, Lunn had been worried that the Ford GT would be too heavy, so he began investigating weight-saving alternatives. Chuck Mountain, one of the three Ford engineers who'd worked with Lunn and Broadley in England, reasoned that a new car could be built out of a light but rigid honeycomb-aluminium material which had been developed by Brunswick, a company best known for manufacturing bowling balls and pool tables.

Legendarily hard-working engineer Ed Hull used this honeycomb-aluminium as the basis of a box-section chassis that he described as a "multicocque". Riley says the ultra-stiff chassis proved to be an excellent platform for innovative suspension geometry optimised with a cutting-edge (by 1960s standards) main-frame computer. Ford Styling designed the J-car bodywork, which featured a lobster-claw front end and a long, flat, squared-off rear deck that inspired the not-very-complimentary nickname, the 'Bread Van'. The car was built at Kar-Kraft, a motor sports skunkworks owned by Ford.

The J-Car, as the Bread Van was officially known, actually turned the fastest lap of the Le Mans test in 1966, but Ford wisely chose to put its money on the race-proven Mk IIs. A month after Le Mans, Ken Miles was killed when the rear wheels of his J-Car locked up

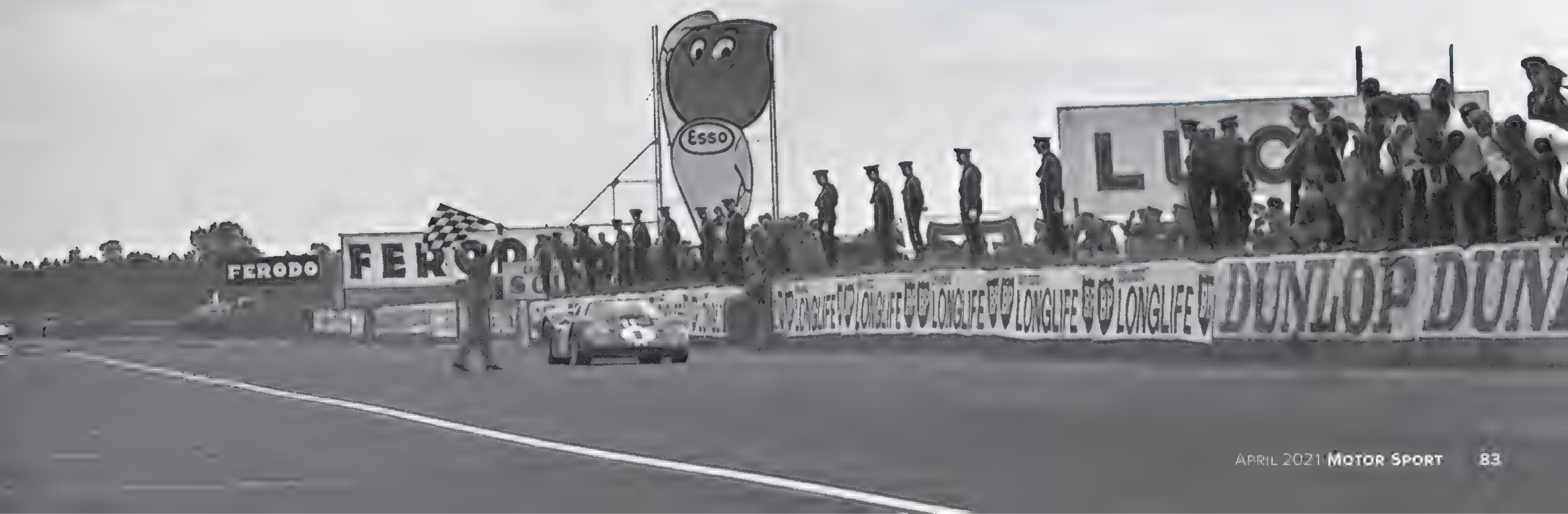
during testing at Riverside. The cause of the crash was never definitively determined, though most people attributed it to a brake issue or the failure of the experimental semi-automatic transmission.

Development of the J-Car ceased - until the debacle at Daytona the following February. With the Mk II outclassed by the Ferrari P4, Ford realised it had to pull a rabbit out of the hat. Remington was convinced that the only problem with the J-Car was that it was too "draggy", as he put it. So he took the remaining chassis to the Ford wind tunnel in Dearborn and, working entirely by eye, started hacking away at the bodywork. Then, he said, "we built the thing up with plaster until it looked right".

After a test showed the modified car to be faster than the Mk II, a new chassis designated as a Mk IV was laid down for the 12 Hours of Sebring. (The Mk III was a street version of the GT40.) Bruce McLaren stuck the car on pole, and he and Mario Andretti breezed to the chequered flag. Ford immediately commissioned four brand-new Mk IVs for Le Mans.

The race shaped up as an epic showdown. Arrayed against the Mk IVs were three works Mk IIs, two high-wing Chaparral 2Fs, seven Ferrari P4 and P3 derivatives, three privateer GT40s, two lightweight GT40-based Mirages and a pair of sleek Lola T70s. McLaren qualified on the pole, three-tenths ahead of Phil Hill in the Chaparral, with two more Mk IVs third and fourth. But Gurney, who was usually the fastest of the Ford drivers, trailed back in ninth. Gurney said later that it was part of his grand plan. "The Mk IV was so comfortable that it was more like

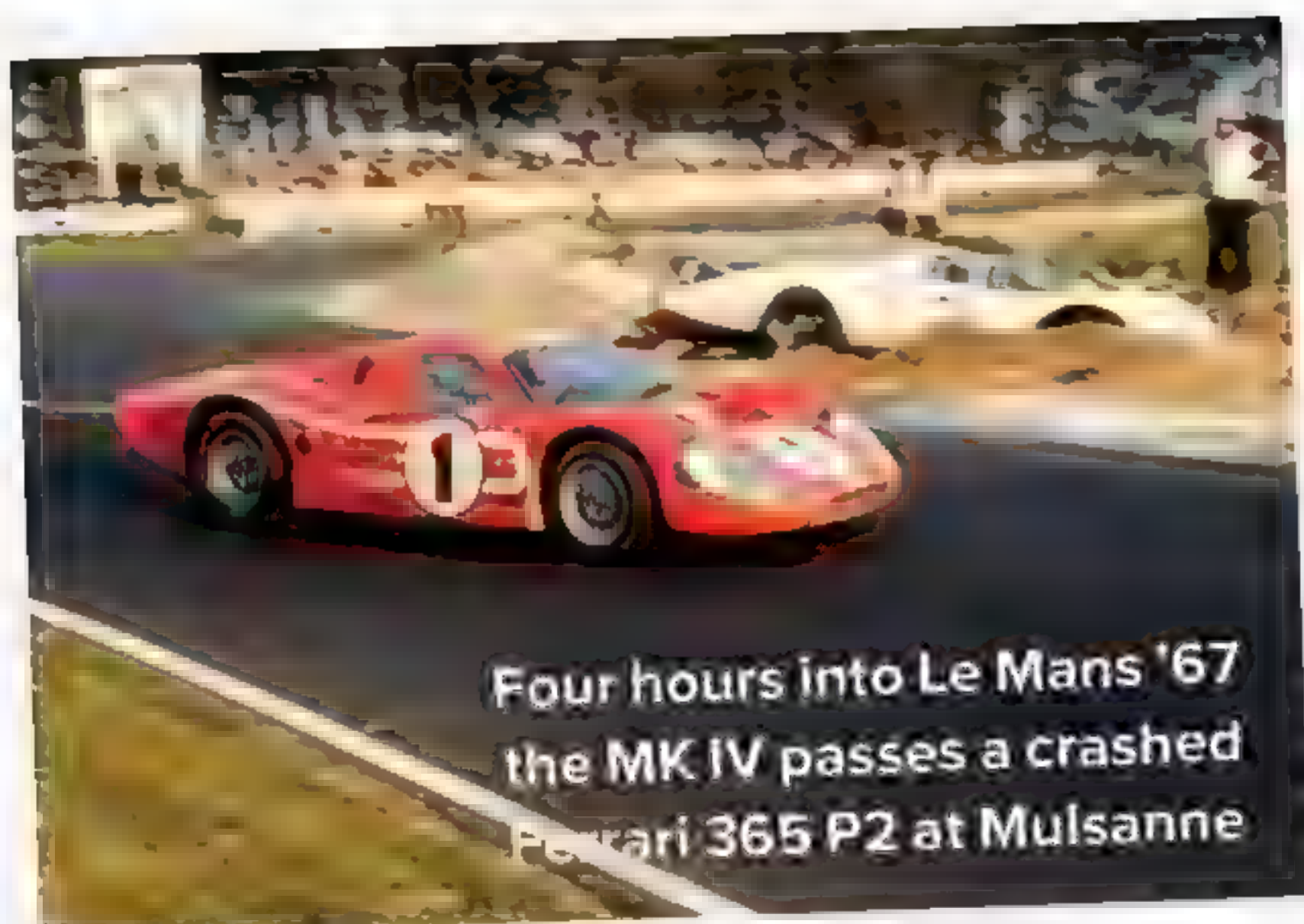
"All seemed right in Ford World until the Ferrari 1-2-3 at Daytona"





It was so stable that I could have
kicked back and smoked a pipe"

Gurney, right, was no stranger to Le Mans, having competed every year since 1958. A week after his Le Mans victory with Foyt he won the F1 Belgian Grand Prix.



Four hours into Le Mans '67 the MK IV passes a crashed Ferrari 365 P2 at Mulsanne

a passenger car than a race car,” he said in an interview before his death in 2018. “It had a big engine, ran at low revs, was very well balanced. I could go around corners just as fast as anybody, and on the straights it was so stable that I could have kicked back and smoked a pipe. But I didn’t know how it would hold up hour after hour in the race. So I decided to emulate Briggs Cunningham, who used to beat me every year [by driving conservatively]. The Ford guys kept saying, ‘What’s wrong with the car?’ I kept telling them, ‘Hey, the car is great.’”

But Phil Henny, who was one of three mechanics on the Gurney/Foyt crew, remembers it differently. He says Gurney was slow because he insisted on “fiddle-fuddling” – Carroll Shelby’s expression – with the car. “After qualifying, [team manager] Carroll Smith came to the garage and said, ‘You guys are not going to sleep tonight,’” Henny recalls. Instead, they transferred McLaren’s suspension settings over to Gurney’s car. “We worked until 5.30am.”

When the race began, Ronnie Bucknum led the first hour, driving hard in a Mk II. But once Gurney took the lead in the big red No1, he and Foyt never looked back even as all three of the other Mk IVs ran into trouble. They routinely clocked speeds greater than 210mph – nearly 20mph faster than the P4s – on the Mulsanne Straight while loping along at a leisurely 6200rpm.

Foyt confounded critics who thought the only thing he knew how to do was to turn left. “Foyt doesn’t make mistakes,” Denis Jenkinson reported in *Motor Sport*, and Henny says he lapped just as quickly as Gurney. Foyt suffered only one hiccup during the race, when he over-revved the engine to avoid sliding off the track after hitting oil at Maison Blanche. As for Gurney, the only pressure he felt came early Sunday morning, when Mike Parkes started tailgating him in his P4, flashing his lights.

“He wanted me to gas it, hoping that I’d break the car,” Gurney recalled. “I was so tempted to blow him off, but I knew what his mission was. This went on for at least



Wins were not so easy to come by in Can-Am for the Ford G7 – nor were finishes

I’d buy that for a dollar...

There was life after Le Mans for the GT Mk IV in the hands of the Agapiou brothers – but it was far from invincible



Charlie Agapiou considered Chevy power instead...

The Mk IV was all dressed up with no place to go when the FIA banned engines larger than 5 litres from endurance racing immediately after it won Le Mans in 1967. So Ford transformed two coupés into roadsters designated G7As and developed an all-aluminium three-valve-per-cylinder 7-litre engine nicknamed the Calliope for the Can-Am series.

Unfortunately, the Calliope turned out to be a catastrophic triple threat – overweight, underpowered and unreliable. So in 1968, Ford sold two chassis – J-9 and J-10, which had been built but never raced – to Charlie Agapiou and his brother Kerry for \$1 apiece.

Mario Andretti tested J-10 a week before winning the Indianapolis 500 in 1969. The chassis was excellent. The engine, not so much. Over the next two

years, Agapiou would go through pretty much the entire Ford race inventory – 427s, a 429, even a 494 – without finding a durable motor. “At one point,” Charlie says, “we thought about running a Chevy!”

Thanks to a long association with Shelby American, Agapiou was able to entice a Who’s Who of road racers to drive the car – Peter Revson, David Hobbs, John Cannon, Jack Brabham, George Follmer, Vic Elford and even NASCAR ace LeeRoy Yarbrough. But the G7A

failed to finish any of the 15 Can-Am races it entered in 1969 and 1970. In fact, it went the race distance only once, at the Fuji 200 in 1969.

The honeycomb-aluminum tub was badly damaged in a fiery wreck at Riverside in the final Can-Am race of the 1970 season. The car passed through several hands before being restored to Mk IV specifications. Now painted in red Le Mans livery, it’s being offered for sale for £1.35 million by F40 Motorsports in the US.



Chassis 10, which raced in Can-Am, has had a recent four-year restoration

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Gurney and Foyt's GT Mk IV dwarfs the Alpine A210 of Roger Delageneste and Jacques Chienisse



"That's the easiest damn race I ever won in my life"

three laps. Finally, I pulled over onto the grass at Arnage, and damned if he didn't pull off right behind me! We sat there for maybe 15 or 20 seconds until he pulled back out. Four laps later, I caught and passed him."

Gurney and Foyt won by four laps. According to legend, Gurney inaugurated a tradition by spraying champagne on the victory rostrum. Foyt, who'd won the Indy 500 two weeks earlier, was more restrained in his celebration. "Shucks. This wasn't so tough. Indy was harder," he declared afterwards. Or, as he used to tease his friend Bob Wollek, who never won Le Mans despite 30 attempts: "That's the easiest damn race I ever won in my life."

Two days after Le Mans, the FIA effectively banned the Mk IV by placing a 3-litre limit on Group 6 prototypes. (Wyer cleverly homologated the small-block GT40 in Group 4, which allowed engines up to 5 litres.) A week later, Ford cancelled the Le Mans programme. Some desultory work was done to convert the Mk IV to an open-top

Can-Am car, but this project was stillborn, and the cars were sold to Charlie and Kerry Agapiou (*see previous page*).

Kar-Kraft continued to work on other projects, including the Boss 302 and Trans-Am versions of the Mustang, until Ford abruptly closed the company. "The sheriff locked the doors, and the mechanics couldn't even grab their toolboxes," Riley recalls. Pretty much all documentation would have been lost if GT40 lover/Ford historian Mike Teske hadn't been able to salvage filing cabinets - dozens of them, containing everything from photos and shipping details to engineering drawings and test postmortems - before they were thrown in the bin.

Teske and Kenny Thompson, a master craftsman who'd worked on the original Mk IV at Holman & Moody, later built seven magnificent continuation cars. Earlier this year, the Rileys partnered with Jim Matthews, a former team owner and gentleman driver who'd raced several Riley-built cars, to buy

the Kar-Kraft assets, including tooling, fixtures and a collection of documents that Bob had generated back in the day.

The original drawings are now being digitised so that parts can be made using a computer-aided program. Many of the components used in the original Mk IVs were custom-made, so Bill Riley says finding vendors promises to be a challenge. Still, he hopes to complete the first car in less than two years. The anticipated price is £660,000.

Riley Technologies still runs a couple of LMP3 cars in IMSA as well as the Mercedes-Benz customer-racing programme in the US and supports two 488 EVO's in the Ferrari Challenge series. The company also restores historic race cars, most notably the Riley & Scott Mk III that won Sebring and Daytona in 1996 and the gloriously unconventional front-engine Mustang GTP car raced in 1983 and 1984. But the Mk IV programme is a labour of love as much as it is a money-making proposition.

"I was always a Foyt kid growing up," Bill says. "I was also a Ford kid. So the Mk IV is one of my favourite race cars of all time."

And recreating it promises to be a father-and-son project for the ages. **Q**

T H E

W I L D



B U N C H

Until now, recently retired prototypes and GTs in the UK had to wait for historical status before becoming competitive again.
Gary Watkins welcomes a new grid for 1995-2016 machinery

PHOTOGRAPHY: JAYSON FONG



POST-HISTORIC RACERS

THE CARS OUT ON TRACK, SOME of them at least, look as though they are hot off a World Endurance Championship grid. It's a double-take moment because the prototypes and GTs lapping Donington Park – an Aston Martin DBR9 GT1 racer and a Lola-Judd LMP1 coupé among them – are now historic racers. Machinery that competed at the Le Mans 24 Hours this century, and deep into it, has found a home in a new series launched by Masters Historic Racing.

Post-historic would probably be a better term for the cars that compete in the series started up in 2017 by the British-based organisation, best known for its FIA Masters Historic Formula 1 Championship. Masters Endurance Legends (MEL) from next year will encompass cars built from 1995 to 2016.

The new championship is a departure, at least in the European culture of historic racing. (Over in North America cars find a place on the grid in classic series almost as soon as they are superseded in contemporary racing.) Unusual maybe, but it is perhaps a necessary one, reckons Masters founder and president Ron Maydon.

He began looking for what he calls “a new grid” for more modern cars to widen a Masters portfolio that also includes the FIA Masters Historic Sports Car Championship

for Le Mans-style machinery that raced between 1962 and '74 and the Gentlemen Drivers series for pre-1966 GT cars. The search began after a eureka moment when his family joined him at the Silverstone Classic a few years back.

“My son-in-law was there and I noticed that he wasn't at all interested in our cars, but he was in the Super Tourers [competing in a Historic Sports Car Club race],” recalls Maydon. “It made me realise that someone in their thirties or even their forties might

“Someone in their thirties might not relate to the older cars”



Andrew Lawley's 996 GT3 RS was built for endurance so it is over-engineered for the races it will take part in – which should keep costs down

not relate to the older cars that race with us, but they would if there was machinery they saw racing when they were younger. My son-in-law remembered the British Touring Car Championship from the 1990s, the days of Will Hoy and John Cleland.

"None of us are getting any younger, so part of my job is to make sure that Masters is not only fit for today, but also for 10 or 20 years' time."

Maydon's interest in more modern GT and prototypes was piqued while at Road America for a Historic Sportscar Racing (HSR) meeting at which Masters' US-based F1 series was on the bill.

"There was a grid for later prototypes in which some of our competitors who race F1 cars were competing," he recalls. "I thought, this has to be a sign. I was initially told they were expensive to run, but the more



Test drives

By Sam Hancock

Years of racing sports cars across the categories hasn't numbed the sense of awe that a brace of unsilenced thoroughbreds can have on me.

Arriving to a frosty Donington, it's not just the bark of their warming engines that arrests my attention, it's their sheer visual presence among the more modest machinery of the pit lane.

The Lola is an imposing sight: its sheer scale intimidating. With conversational efforts rendered mute by this quartet, I take a moment to absorb the variety of 21st century power: an early RS, a rare DBR9, a recent LMP2, and a Lola package that should, by rights, have a glittering history. But more on that later...



Aston Martin DBR9 GT1

More prototype in feel than a GT, most noticeable is the way the DBR9 belies its near-1200kg mass. The mechanical grip alone is phenomenal. In the chicane, the front end remains glued through the direction change, while the rear is kept in line by a flutter of traction control through the exit. Launching over the low apex kerbs, I marvel at the speed the DBR9 can carry through what is supposed to be a slow and technical corner.

I love the driving position, with the high-mounted steering wheel thrusting close towards my chest and an upright seat which helps me feel in charge of the car. I've ample room for my long legs, and, unencumbered by intrusive steering columns, I have the choice of left-foot braking.

The manually-operated sequential gearbox prefers use of the clutch when downshifting, so there are few moments of the lap that benefit from doing so. It's probably for the best. The carbon brakes facilitate braking so late that there's little room for error and, truth be told, my left-foot braking technique is rusty.

This chassis is exceptional in high-speed turns. It's beautifully set up by Tim Samways and co, and makes mincemeat of the Craner Curves.

At the following fourth-gear right-hander, I can't help but feel I'm leaving too much on the table so, encouraged by the huge torque on offer from the 6-litre V12, I try using fifth. Predictably, I lose a too much punch on the uphill exit, but eliminating that extra downshift pays dividends on the way in: the car is more stable, the aerodynamics more consistent, and I arrive at the apex significantly faster.

Impressive as the downforce is, the aero-balance is pitch-sensitive and efforts to keep the car quite 'flat' are rewarded. The big stops at Redgate and the chicane are hard to execute with precision. Too late and too hard on the brakes and I find the rear objects with a snap of oversteer.

The DBR9's highlight is the soundtrack. The wail is automotive Mozart, and seems higher revving than it actually is. A vigorous assault on the senses, the DBR9 is intoxicating.



The tech in these fairly modern cars means reliability is less of an issue





Test
drives
By Sam
Hancock



Lola-Judd B12/60 LMP1

The cockpit of the Lola is a pleasingly familiar environment and takes me straight back to the majestic Gulf-liveried Aston Martin LMP1 coupé I raced a decade or so ago that was built essentially around this same tub. As was the case back then, my 6ft 2in frame is once again comfortably accommodated.

The dash panel and steering wheel controls are encouragingly straightforward, with one large, clear display embedded into the wheel to tell you what's going on. But as with the Aston all those years ago, lateral vision through the tiny letterbox windscreen isn't great: those huge front wheel arches commandeering more than their fair share of the view and rendering it hard to gauge when a pass is complete.

I needn't worry too much about that though. With more than 600bhp and just 900-odd kilograms to push around, the Judd V8 positively inhales the road ahead, rendering all

traffic stationary by comparison. The engine is glorious, with a raw, taut and, dare I say, coarse edge to its note. What it lacks in aural silk is more than requited by the power delivery. Strong and responsive throughout the rev range, yet entirely progressive with notable torque.

None of that matters, of course, unless that power can be delivered to the road via a capable chassis – a quality this particular car has in spades. The handling is truly exceptional. Beautifully balanced in both high and low-speed corners, it's right up there among the best prototypes I've ever experienced. So effortless in fact that I have to forcefully recalibrate my brain and speed up my inputs to keep pace with the car.

Once dialled in, I find a rhythm that feels almost meditative and I long for more laps. For the life of me, I cannot understand why this package wasn't campaigned in period. It surely would have thrived.



I looked into it, the more I found that they were actually very cost-effective."

The idea for MEL, originally dubbed Masters Le Mans Legends, took hold in Maydon's mind. A pilot race for cars built up to the end of 2011 was organised at Spa in September 2017, ahead of a six-date series the following year. The likes of the Aston and the Lola LMP1 coupé, as well as the Porsche 911 GT3 RS and the Nissan-powered BR Engineering BR01 LMP2 car that joined them for the *Motor Sport* track test at Donington, have since become a fixture in the Masters paddock alongside Cosworth DFV-engined F1 cars, Jaguar E-types and Mini Coopers. Masters also runs a sister series in North America called MEL USA.



A field of 30 such cars will stir up memories of Le Mans that even your offspring might have witnessed

“This Porsche is a modern racing car, yet it’s pretty analogue”

Many of Masters’ hardcore of drivers have now bought themselves cars to race in MEL alongside existing machinery. One is Andrew Lawley, a regular competitor in Masters Pre-66 Touring Cars, who is now the proud owner of a 996-shape Porsche 911 GT3 RS with which he will start racing in the coming season. The step from his regular Alfa Romeo Giulia Sprint GTA didn’t daunt him as a driver or an owner.

“This Porsche hits a sweet spot for me,” he says of a GT2 class car with a nice history in the American Le Mans Series – it was a winner in the American Le Mans Series with the Petersen/White Lightning team in 2003. “It’s recognisable as a modern racing car with slicks and wings, and has a fair amount of downforce. Yet at the same time it’s pretty analogue – it has an H-pattern gearbox, for example. The car is recent enough to remain

fully supported by the factory – it even comes with an owner’s manual. You can ring up Porsche and get everything off the shelf. The car is cheap to run for the level of performance you’re getting: we have been doing Porsche Carrera Cup times straight out of the box in testing. The engine will go for 30 hours between rebuilds; compare that to the Alfa, which is only 10 to 12 hours.”

Long-time historic racer Steve Tandy has brought along his Lola B12/60 LMP1 powered by a Judd V8, which was fielded by the Dyson Racing squad in the ALMS with Mazda power in period, to the *Motor Sport* test. He’s a self-confessed sports car nut, who has raced, among other things, Nissan R90CK and Porsche 962C Group C machinery, an



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BRE-NISSAN LMP2

Stepping into the BR01 is like entering the future. It's hard to believe I'm here testing it in the context of a 'historic' racing series. The cockpit is a bedazzling rainbow of lights and switches, and the central display more detailed than that of the Lola.

I'm told to ignore most of it and need only remember the sequence required to engage first and neutral, which isn't quite as straightforward as you might think.

In contrast to the Lola, the field of vision is outstanding, which proves most helpful when scything through a gaggle of Caterhams. I can't say I feel hugely assisted by the power steering, but the paddle-operated gear change is perfectly tuned.

At first I struggle to get temperature in to the tyres, and it takes a few laps before the car comes alive. But when it does, it delivers. Cruising around at 80-90 per cent of the car's potential is effortless and needn't overwhelm any amateur.

To explore its limits, another mental recalibration is required. It's not so much that sense of someone having hit fast-forward on the movie playing out through the windshield, it's more about normalising braking points and entry speeds.

The harder I push, the more co-operative the car. Braking later and putting the car on its nose unlocks a sweet spot in the balance. Mid-corner understeer that was frustrating my efforts to get back on the power is gone, as is the feeling that the steering is over-responding and leading me into apexes on too shallow a line.

This is a car tuned to perform on the limit, but what lies beneath will be more than enough for most.

Test drives
By Sam Hancock



An explosion of colour and a symphony of sound: the Caterhams don't stand a chance

"This era of prototype racing produced genuine 30-hour cars"

IMSA GTP Spice-Chevrolet SE90, not to mention his beloved Lola T70 Mk IIIB continuation car. To Tandy, MEL is manna from heaven.

"I've always loved prototypes," says Tandy, who only a couple of years back was turning out aboard contemporary sports racers in the LMP3 Cup in the UK driving a Ligier-Nissan JSP3. "I just enjoy driving cars with downforce."

He also likes that fact that when he goes out on track in the Lola, he's strapped into a modern racing car.

"I loved driving the Nissan, but it's now a 30-year-old racing car," says Tandy. "It's very apparent when you climb into the Lola that massive advances were made in terms

of safety in the 20 years that followed. For where I am in my life right now, I want to be sitting in an up-to-the-minute survival cell."

The BRE LMP2, which raced in the WEC as recently as 2016, has been brought along to Donington by BBM Motorsport. The BR01 designed by Paolo Catone – whose credits include the Peugeot 908 turbodiesel LMP1, another car to compete in MEL – might look like a trick bit of kit, but BBM's Bob Berridge points out that the car isn't prohibitively expensive to run.

"This era of prototype racing produced genuine 30-hour cars – they turned Le Mans into a flat-out sprint because they were so reliable," he explains. "When you've got service intervals of 7000km for the engine



The oldest car on the track lacked the downforce of its younger playmates but is still a rewarding experience

POST-HISTORIC RACERS

and 15,000km for the gearbox, you end up with a car that can do two or three seasons of historic racing without a major overhaul.

"The technology incorporated in these cars actually works for you. When you have a problem, you plug in the laptop and within five minutes you know whether it's a coil pack, a spark plug or the fuel pump. The serviceability is fantastic and the cars are still young enough that parts are readily available."

Niko Ditting, who owns and races the Aston, isn't so convinced that MEL is a cheap option. He has to bring someone from Aston Martin Racing, the Prodrive-run operation that developed the DBR9 and its successors, to help run the car.

For Ditting, it's all about maximising his track hours when he takes time away from business and family to go motor racing. The German has added the 2006 Aston Martin, which was sold new to Brazil but only took part in qualifying for a single event in period, to a fleet of cars that includes an E-type, a Lola-Chevrolet T70 Mk III and an Alfa Romeo Giulia Sprint GTA.

"When I'm away from a race weekend I want to get as much time behind the wheel as possible, so I bring as many cars as possible," says Ditting, who has also raced the DBR9 in Peter Auto's Endurance Racing Legends series for cars built between 1994 and 2010. "I want to spend three or four hours driving over a weekend, not just 25 minutes. I believe racing a variety of cars from different eras make you a better driver."

Ditting, Tandy and Lawley are the kind of 'gentleman' drivers at which MEL is being pitched. The Masters organisation is wary of professionals being bought in to co-drive or even race a car alone. That explains the time penalties put in place for line-ups incorporating a pro in each of the two 40-minute pitstop races each weekend.

"Our job is to make sure that the people paying the bills take home the trophies," says Masters event manager Rachel Bailey. "If we have a battle for the lead between three cars driven by pros and the top gentleman in fourth, we're doing something wrong. We've got to look after our owners, because they're the ones investing in the cars."

The Covid-19 pandemic restricted this year's MEL calendar to two events. In 2021 seven weekends are scheduled, with a round at the Silverstone Classic in the summer and another on the bill of the Spa 6 Hours historic meet in September.

Masters is hoping for grids approaching the 30-car mark in 2021 and to spark a few memories of Le Mans. Memories that aren't too distant in the past. **Q**



This normally aspirated Nissan 4.5-litre V8 can be plugged into your laptop to give a rapid prognosis

"The cars are still young enough that parts are readily available"





Pros beware: Masters is keen to promote gentleman competition



See not-very-old prototypes and GTs at the Masters Test Day, Donington Park, March 18

Porsche 911 GT3 RS GT2



Test drives
By Sam Hancock

The 911 is the earliest car in the group and the difference in cockpit technology is pronounced. No snazzy displays and flappy paddles, just a good ol' six-speed manual gearbox and a surprising quantity of production-spec interior trim.

In fact, so unassuming is the engine on start up, that until you blip the throttle, there are few indications from the driver's seat of being at the wheel of anything particularly spicy.

But the response confirms otherwise and belies the modest surroundings. Revealing itself, the car bolts from pitlane with gusto and immediately I'm transported to a retrospective Porsche paradise.

Entirely analogue and perfectly imperfect, the nose bobs and weaves while the rear disputes the laws of physics. Rowing through the gears is a joy, accompanied by that flat-six rhapsody, so tightly conducted by the accelerator.

With no meaningful downforce, the car feels light on its toes and I learn quickly to be patient, waiting a little longer

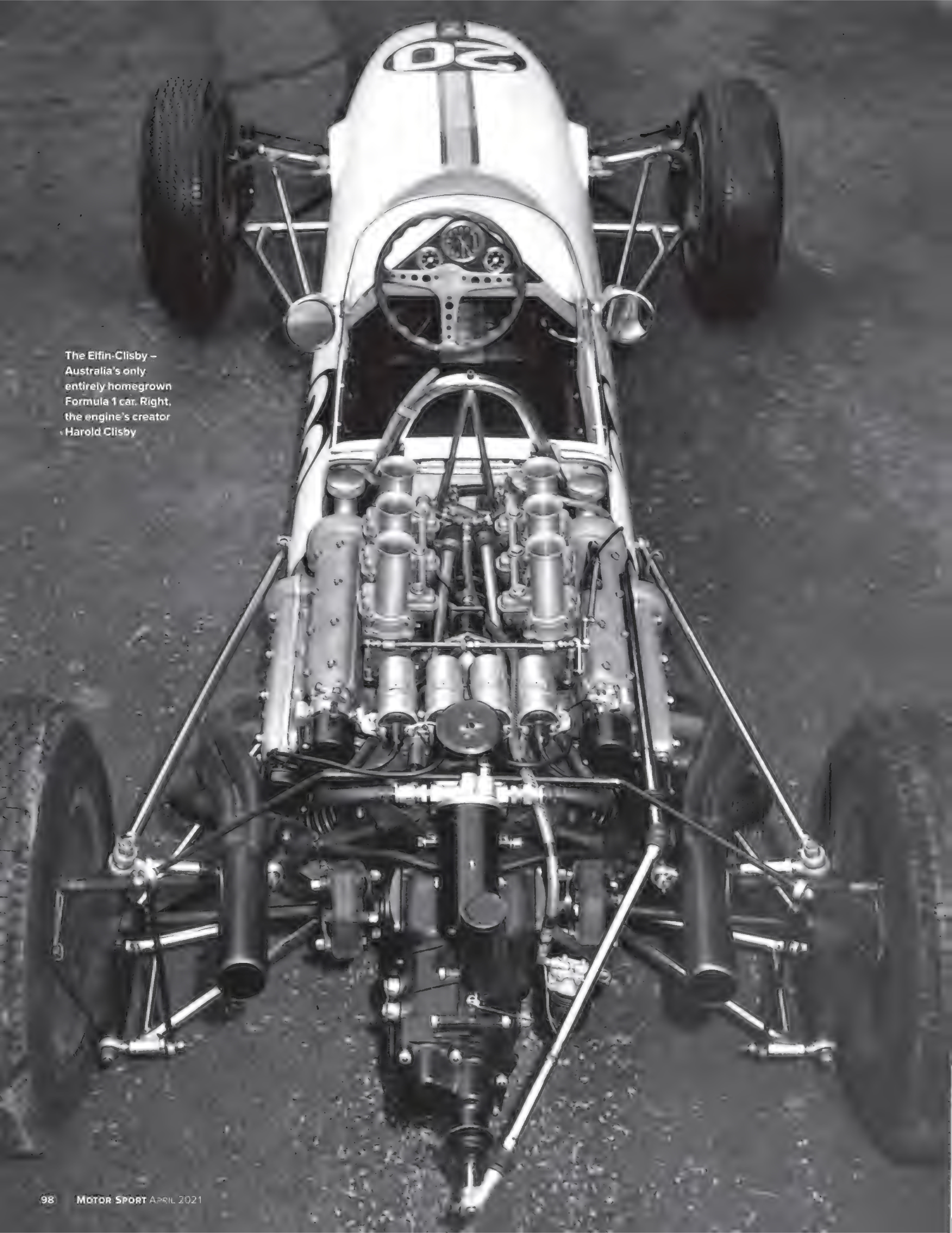
than I would like for the weight transfer to complete before inputting my next request. The strategy pays off. Allowing the car to roll and take its set before mashing the throttle all but eliminates the onset of power understeer and seems also to increase rear traction. Nudges on the steering through the turn-in phase can speed the process, but it's a balance.

In contrast to the point-to-point precision and simple bravery demanded of the other cars, the GT3 RS requires more feel from the driver and, in turn, rewards it. High-speed drifts through the quicker turns are entirely manageable, while the 'on-tap' power oversteer from the tighter corners is joyous – if not necessarily the fastest way!

It's hugely characterful, with a wide performance envelope accessible even by drivers of limited experience. To me, the 911 represents the tipping point between the older analogue cars more commonly found in a historic paddock, and the younger machinery that is seemingly becoming all the rage.

Masters Endurance Legends will be split into two main eras – 1995-2010 and 2011-16: hybrid cars will be eligible





The Elfin-Clisby –
Australia's only
entirely homegrown
Formula 1 car. Right,
the engine's creator
Harold Clisby



How hard can it be?

This was Harold Clisby's take on building a Formula 1 engine – so he did. Who? And where is it? **Mark Bisset** explains

WILDLY ECCENTRIC YET immensely talented, self-taught engineer Harold William Clisby was responsible for Australia's greatest racing might-have-been: a Formula 1 engine which could have beaten the Repco V8 to the punch by five years.

When the Clisby Industries 1.5-litre V6 finally made it to the track it powered the first and thus far only all-Australian grand prix car: the Elfin-Clisby Type 100. Sadly by then it was 1965 and the 1.5 F1 formula was coming to

a close. The car never made it to Europe or entered an F1 race. Too many other projects got in the way for the Adelaide engineer, including hovercraft, steam engines, an intricate model railway and the daily demands of his compressor manufacturing business.

All was not lost. Clisby learned enough in the process to later manufacture the cylinder heads for the Brabham-Repco BT24 that would win the 1967 F1 World Championship.

Now the largely unknown, Elfin-Clisby is coming to the limelight with a full-scale restoration and dreams of a Goodwood Revival appearance. **►**

ELFIN-CLISBY

Let's go back to the day the aluminium 120-degree, quad-cam, two-valve Clisby V6 hit the track. Key team members gathered for the first test of the car at the flat, tight Mallala airfield track 35 miles from Adelaide on Sunday March 14, 1965.

The group surrounding the little white, green and gold-striped car were a tad under the weather. The day before, the engine's designer was married. The groom's early start that crisp morning after was perhaps not what the bride anticipated.

Harold looked on paternally as project engineer Kevin Drage fussed around the car making last-minute checks, and the Dunlop tyre pressures were set.

Also there was 'Mr Elfin', the company's founder and main man Garrie Cooper, an Australian cross of Lola's Eric Broadley and Chevron's Derek Bennett. Elfin Sports Cars was a family business he ran for 23 years which designed and built more than 250 cars, from grand prix winners to Formula Vees, and Cooper himself raced them at elite level, too. Mallala was Elfin's home circuit; Cooper had raced and would deliver 19 of his T100 Monos there, named for their monocoque design.

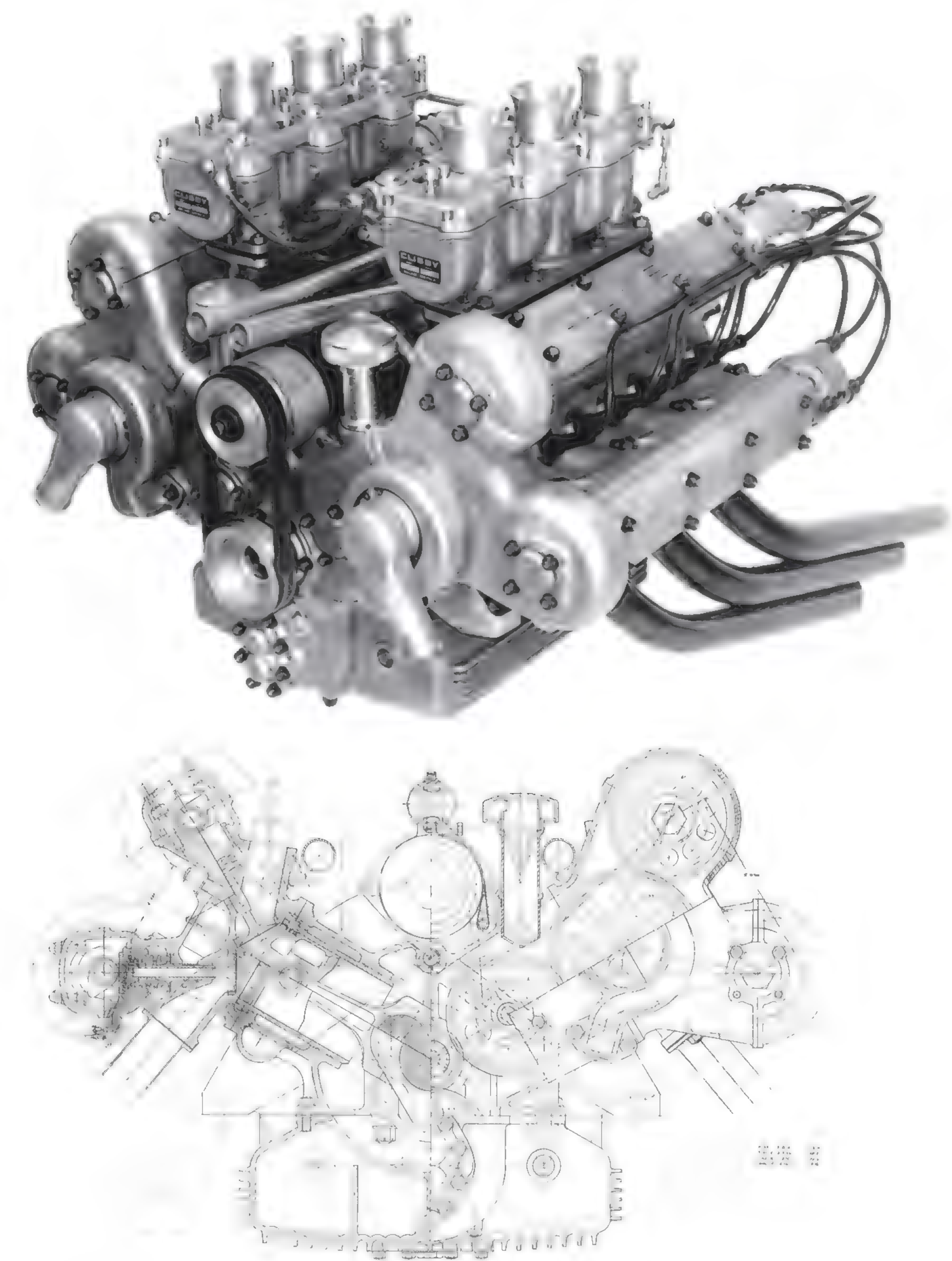
DRAGE, THE ONLY MEMBER OF the group still alive, becomes excited when discussing that day. He passed car owner and driver Andy Brown his helmet so that he could slip into the cockpit, but the wealthy industrialist and thrice Australian Grand Prix racer said, "It's your engine." "But it's your car," Kevin responded. "No, I insist you drive first."

It was a wonderful gesture to the man whose persistence ensured the engine was finished and raced long after Harold had moved on to other projects.

Kevin's hand clasped the throttle linkage of the Clisby triple-choke carburettors, the engine burst into life, and he gently blipped the throttle to 3000rpm before the motor settled to a rhythmic, gentle howl.

Drage slid easily into chassis M6548. First gear engaged with that characteristic 'clunk' of a dog box. With a cough and a splutter the car gathered speed towards the right-hander at the end of Mallala's pit straight, but the national significance of the occasion was lost on Kevin whose nerve ends were jangling with every nuance of the car's behaviour.

While the gearbox used a Volkswagen case, the five-speed transmission was made by Elfin. That was the amazing thing - the car's engine, chassis, transaxle and other parts were all manufactured in Australia. Even the



"The engine, chassis and other parts were all made in Australia"

aluminium used for the chassis derived from Australian bauxite.

Brown then climbed aboard, and was impressed by the punch of the engine compared with his Ford-powered Elfin Catalina. After completing six laps he pulled in. Kevin recalls, "The engine idled quickly and then suddenly started to vibrate so much that the rose joint on the rear anti-roll bar disintegrated, then the engine stopped. I pulled off a distributor cap. The vibrations had shattered the rotor to powder!"

Another great engineer was present. Eldred Norman, a friend of both Harold and Andy, questioned Harold and determined that while the engine was in static balance, the crank had not been dynamically balanced. "No problem, I'll see you tomorrow morning," said Eldred. "Just have the crank drawing ready for me to look at."

"Sure enough, Norman called at the factory, a converted stately home, and worked out where balance weights were needed," Drage affectionately recalls. "We modified

KEVIN DRAGE, DENIS LUPTON



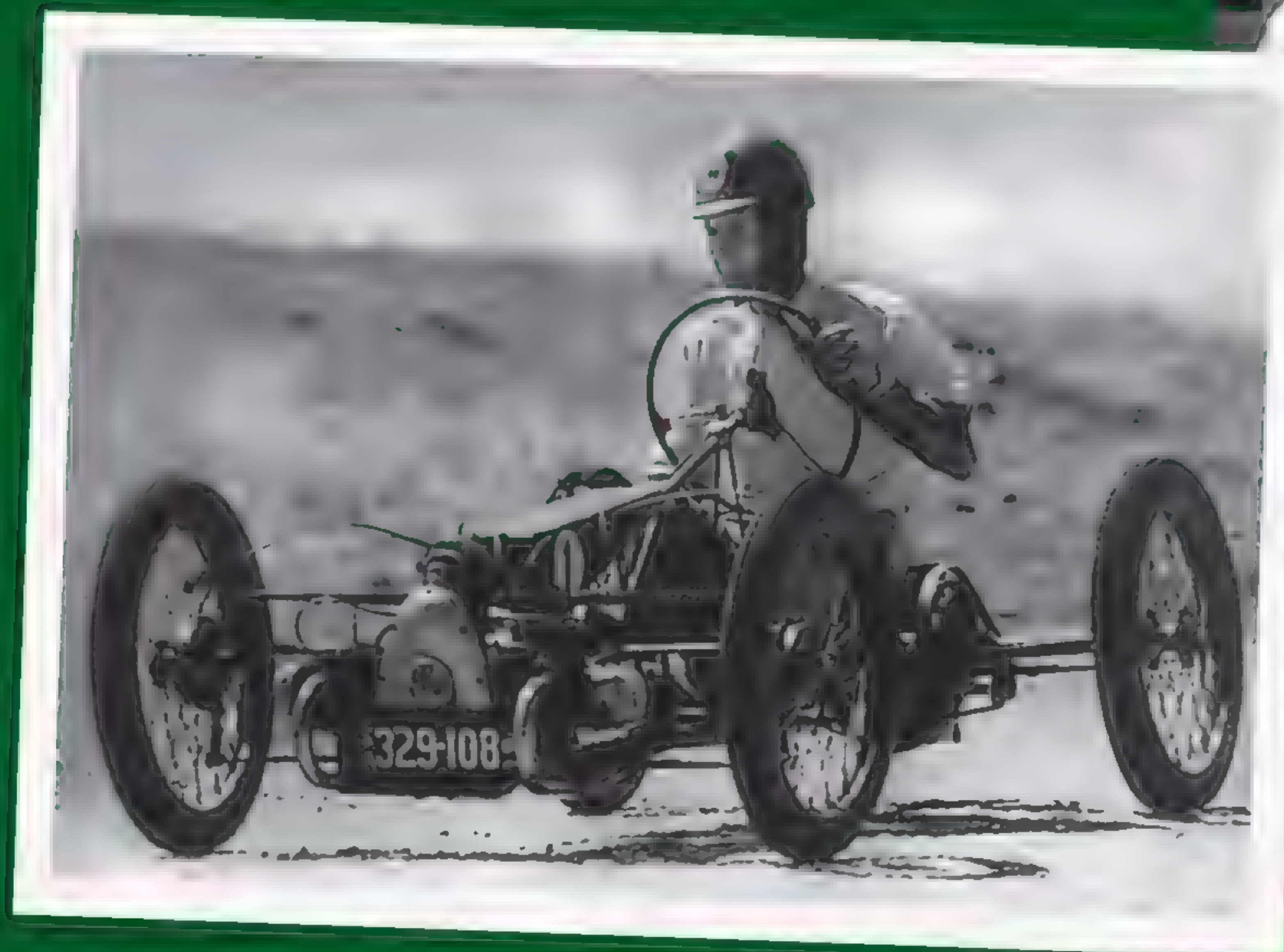
Above, the creators – Harold Clisby, Kevin Drage and Alec Bailey with part-assembled V6

Left, quad-cam, dry-sumped design was a pure racing engine

Bottom left, Harold Clisby aboard his self-built Douglas-engined hillclimb special in 1952

Right, the very first firing up of the engine behind the factory, with Harold Clisby on throttles, Kevin Drage kneeling, and total-loss block cooling by means of garden hose!

Bottom right, the team discusses how to assemble the brand-new engine components



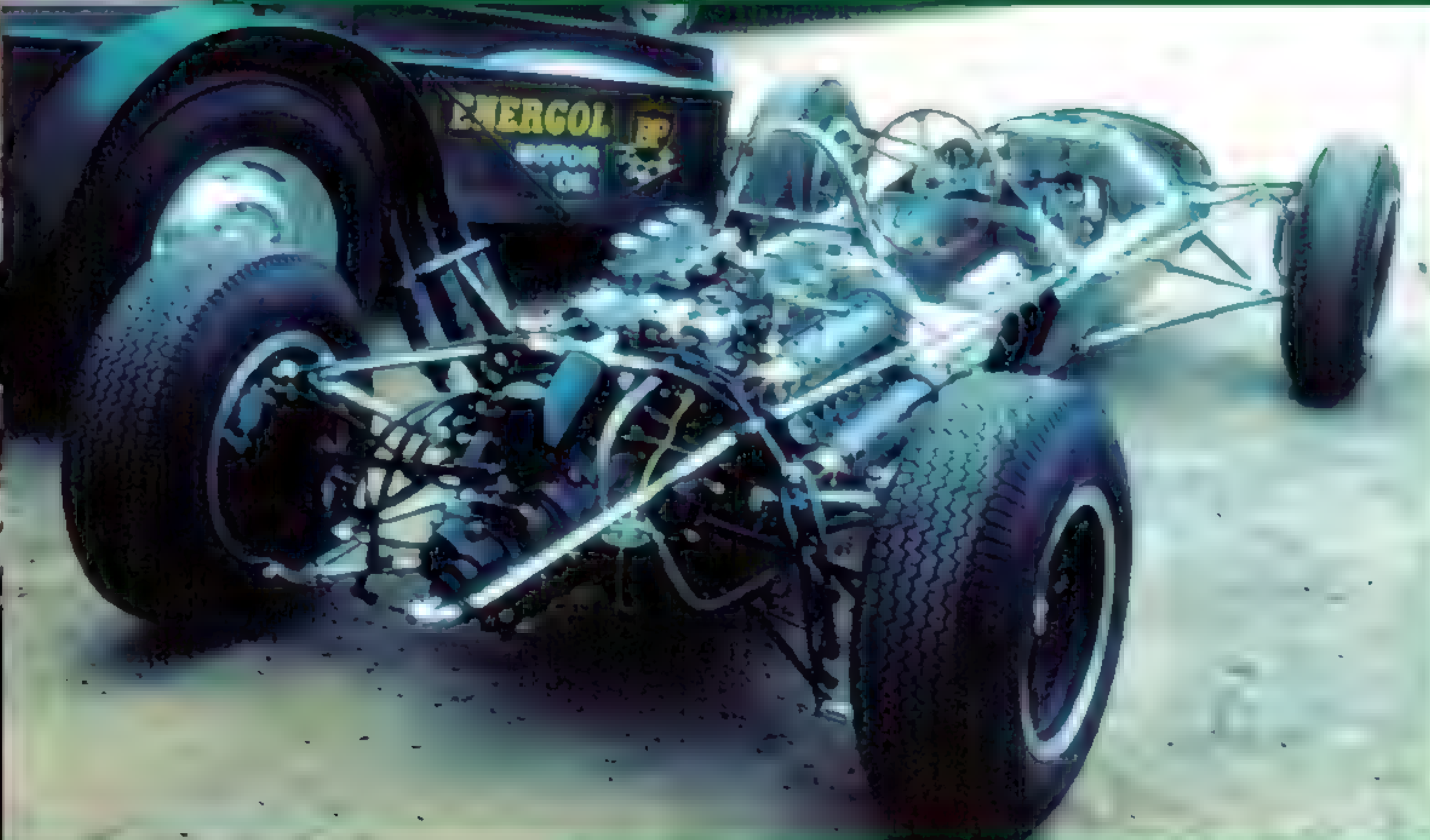
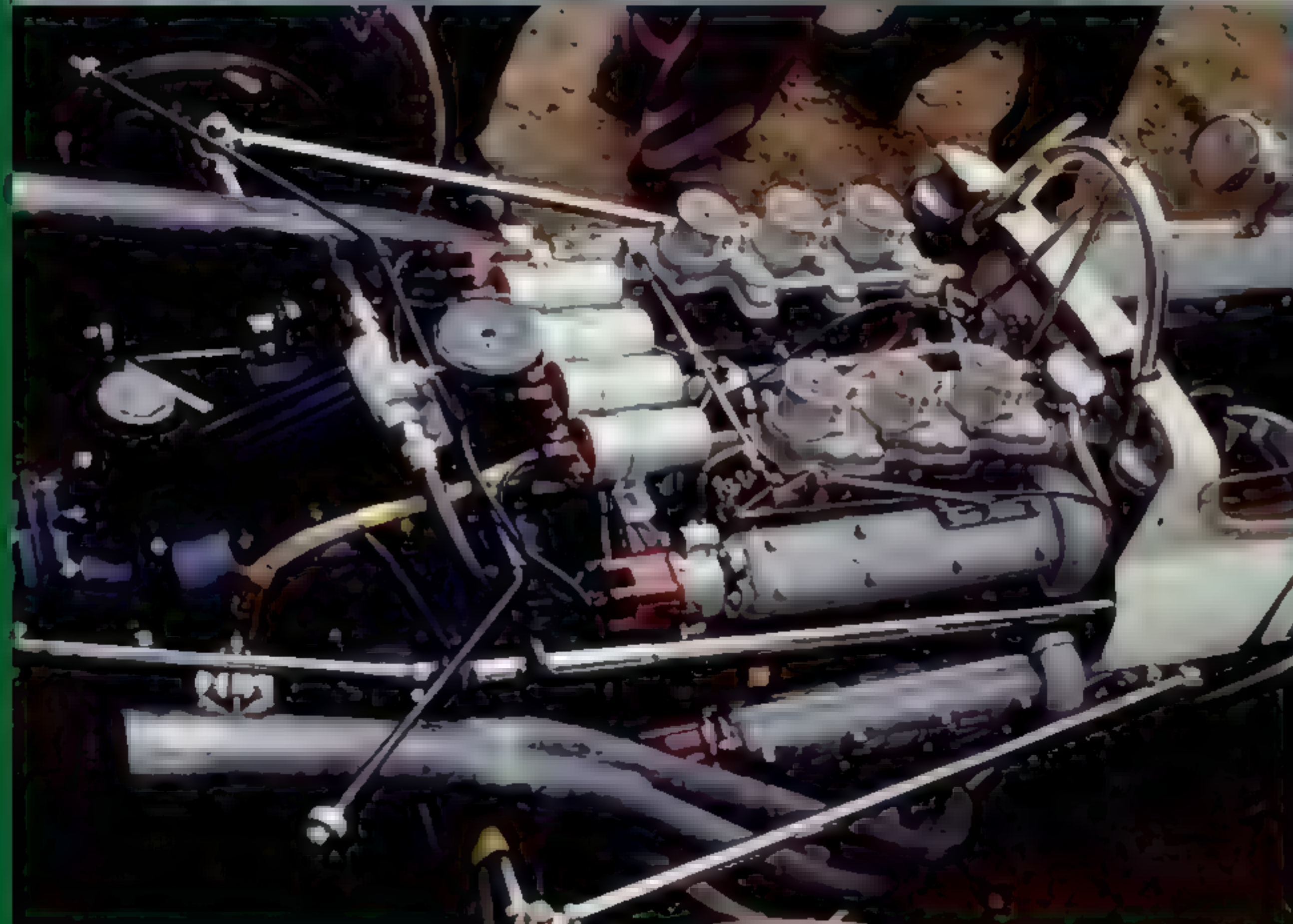


Above, Kevin Drage fettling the new motor during an early test at Mallala experimenting with tall intake trumpets

Bottom left, in Calder paddock, showing how the compact V6 fitted neatly into a space originally designed for a four

Left, roll-out of completed car at the Elfin factory following engine installation in modified T100 monocoque

Below, ready for first test at Elfin, Edwardstown with temporary stack exhaust, showing the Elfin Mono's pushrod suspension



the pulley to drive the dry-sump pump and we rebalanced the flywheel. I never got a photo of the jig-borer located in one of the big rooms underneath a huge chandelier, but the sight of it always gave me a chuckle."

While work proceeded in Adelaide on the V6, in Melbourne Repco's F1/Tasman V8 fired its first shot in anger on March 26, 1965. Highly respected motor-cycle/automotive engineer and author Phil Irving commenced his engine, expedited by the use of an aluminium Oldsmobile F-85 production block in early 1964, whereas Harold got things going on his bespoke unit aboard a ship back from Europe in October 1960. Fired up by visits to Coventry Climax, BRM and Ferrari, Clisby had decided to build an F1 engine. How hard can it be, after all?

While a 1.5-litre V6 was state of the art in 1961, it was a dinosaur in 1965. Ferrari had won the 1961 F1 titles by catching other teams napping, having built its first Formula 2 1.5-litre V6 in 1956-57. By late 1961 Coventry Climax and BRM had V8s which dominated in 1962. Colin Chapman raised the bar with his super-stiff and slinky first modern monocoque Lotus 25, while Honda and Ferrari raced 12-cylinder cars. None of this mattered to Clisby, who marched to the beat of his own drum; his factory cellar was full of part-completed projects.

"Harold didn't have much formal education, but he was a brilliant intuitive engineer," says Drage. "He had an innate feel for it, excellent recall and was a great draughtsman - he drew the whole engine." Alec Bailey did most of the complex machining with Kevin as project engineer.

Harold's projects were a journey. Designing and building them in-house was what mattered most to him, rather than getting an engine onto the grid quickly. Production of the steel crankshaft was a case in point.

"Harold was careful with his pennies," Drage observes drily, "and would rather do something in-house than go outside. De Havilland in Sydney could have nitrided the crank but Harold built a nitriding furnace and increased our foundry capacity to cast internally instead. We lost heaps of time like this. We had no deadline and had routine projects to complete. This was a big part of the reason for the V6's long gestation period."

Clisby Industries was small, too: the headcount was only 17, churning out 100 compressors a week among whatever else took the imaginative owner's fancy.

"Even simple things became problematic. The wide engine precluded the use of triple-downdraft Webers, but a pair of Weber triples



"A Dunlop blew at high speed removing the rear suspension"

made for Ferrari's 120-degree V6 would suffice. We ordered them and received a letter from Ferrari's lawyers claiming proprietary rights to the carbs and 120-degree V6 layout! It didn't worry Harold, though. We designed and cast carburettors which used Weber jets and air-bleeds, but that exercise also took plenty of time."

PRESS INTEREST STARTED IN THE April 1961 issue of *Australian Motor Sports and Automobiles*. *Sports Car Graphic* in the US followed and Britain's *Motor Racing* in December 1962. In *Motor Sport* in 1963, Denis Jenkinson suggested that Jack Brabham "might be patriotically inspired to try a Clisby V6", but Drage downplays that. "I'm certain Harold had a phone discussion with Tom Hawkes about using the engine in his proposed Ausper F1 car," says Kevin, "but I'm equally sure he never spoke to Jack Brabham about its use."

Drage discussed with four-time Australian Grand Prix winner Lex Davison funding an Elfin Mono, but simultaneously Andy Brown spoke to Harold, leaving Drage with the embarrassing task of "telling Lex we could not proceed with him".

Harold lost interest as time marched on, though not before scheming a two-stroke 3-litre F1 engine, but at Elfin, Cooper was making progress modifying the monocoque

and rear suspension to accept the engine. The potent little combination was finally ready and entered for the April Mallala Easter meeting.

A staggering crowd of 20,500 turned up, with plenty making the trip just to see the exotic home-town Elfin-Clisby. Andy warmed up the spectators by blipping the throttle to 5000rpm but the 20-lap feature proved a fizzer when Brown had a Dunlop blow at high speed on the curved Back Straight, removing the Elfin's rear suspension in the process.

With the car repaired, the small equipe headed for the short one-mile Calder circuit on Melbourne's outskirts for a round of the Lucas-Davison 1½ Litre Championship on May 23. Brown qualified well, mid-grid alongside future Brabham racer and F1 points-scorer Tim Schenken's Lotus 18. Despite pouring rain and resultant gentler throttle applications the engine developed a misfire.

"We then ran the engine on Jack Hunnam's Melbourne dyno and the misfire was traced to coolant leaking through porous head castings - a major problem we had to solve," Drage ruefully recalls. "We rebuilt the engine with new heads and set off to Mallala in June but the Elfin's South Australian Road Racing Championship meeting was over before it started when it popped an oil-line in practice. It was a massive disappointment; luck seemed to be against us."

The machine finally started an Australian Drivers' Championship round at Mallala on

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It all started with Meccano

The Aussie engineer's route to living in his own castle

Harold Clisby was born in Adelaide in 1912. At age seven he was given a Meccano set and a lathe to keep him out of the workshop – and a life of engineering was away.

In 1938, having built his first cars, he left the family business and joined Litchfield Engineering, which made model aircraft engines like those he had been building and selling.

In World War II, a General Motors-Holden senior engineer noticed the self-constructed gas producer on Clisby's car and offered him a job. He progressed to project engineer.

Post-war he saw an opportunity to build air compressors, products that Clisby Engineering constructs to this day.

Harold first raced an MG TC at Nuriootpa in

1949. He helped lay out Collingrove Hillclimb, then built the Clisby-Douglas Spl in three weeks to contest its first meeting, winning his class and setting a record in the process.

He built his own 'castle' in the Adelaide Hills (above) with a model railway traversing its grounds, and there were two hovercraft, and much more...

October 11. Bib Stillwell won that race in his Brabham-Climax while Andy had the engine lock solid on the main straight after only eight laps, gyrating from side to side and coming to rest gently in the dusty infield. With that, the single engine built was set aside.

"Any chance of contesting ANF 1½-litre events was firmly scuttled when CAMS [Confederation of Australian Motor Sport] told Harold the engine wasn't welcome among the twin-cam Lotus fours. It was impossible to increase the engine's capacity much, so a Tasman motor wasn't feasible either."

It wasn't an ignominious end for Clisby's racing connection: there's an F1 epilogue through Clisby's role in the Brabham-Repco BT24 '740' V8's 1967 championship wins.

On regular trips to Melbourne, Drage called on Phil Irving. In mid-1966 he swung past Repco-Brabham Engines Pty Ltd to find Phil had left after a disagreement with Frank Hallam, RBE's boss. "After Hallam conducted my factory tour, I showed him some quad-cam Ford heads we made. He wanted timelines to cast their 1967 heads, and ours were less than Sterling Metals in the UK who had made the 1966 heads, so we got the chance. I was over the moon!"

Clisbys produced Repco's 30, 40, 50 and 60 Series heads, over 100 in all, which played their part in winning the manufacturers' and drivers' championships for Brabham and Denny Hulme in 1967. Repco's 1967 titles would not have occurred without what Clisby had learned in preceding years.

The Clisby V6 engine was housed at the Sporting Car Club of South Australia. On one

occasion, before giving a presentation to members, Harold started it up among the Victorian oak-panelled splendour – imagine a works Stratos firing up in your local pub! The Elfin chassis was fitted with a Cosworth-Ford engine and raced on.

"Various enthusiasts dreamed of reuniting the car and engine until Adelaide's Peter Bail obtained Clisby family support to use the V6 on loan, which allowed the chassis purchase from its long-term owner," recalls the car's current custodian, Australian Elfin enthusiast and racer James Calder. "The engine agreement was later rescinded, so in 2015 Peter sold the project to me."

Detective work over a decade allowed Melbourne-domiciled James to purchase unused engine components auctioned when Clisby Industries was sold. These comprised an unmachined block, heads, gear-case, cam-covers, crankshaft and rods as well as patterns and moulds. Calder has progressed the chassis and engine ancillaries with the assistance of Drage, who is as sharp as a tack and "still on the right side of the turf", as he puts it, at 85 years of age.

The task is huge, with teenage kids and growing global business distractions, but James is determined. "The dream is for Australian Gold Star champion John Bowe to run the Elfin-Clisby in the Goodwood Revival meeting soon," James says with a huge smile – clearly delighted at the prospect of the car running again after 55 years.

The Elfin-Clisby is a footnote in Formula 1 history, but the Repco 740 engine was a world champion. There is a familial link between two engines conceived and built more than 450 miles apart, and of that, Harold Clisby, Alec Bailey and Kevin Drage were, and are, very proud. ●



Only known shot of Elfin-Clisby racing: Andy Brown, Calder Raceway, May 1965 – before misfire

L O S T



I N

With nine World Rally titles to his name, Sébastien Loeb's charge for the Dakar top spot should have been a lot less rocky. He tells **Anthony Peacock** about his nightmare in the dunes

A R A B I A



Perhaps it should be
little surprise that
Sébastien Loeb's Dakar
Rally was wrecked by
broken suspension

"This year's
route didn't
play to my
strengths or the
car's strengths"



Maintenance in the bivouac
during the first stage of
Dakar 2021, between Jeddah
and Bisha in Saudi Arabia



Cantor says the Mini
JCW buggy left takes
a breather with Loeb.
Above, with long time
co-driver Daniel Elena



GETTY IMAGES; RED BULL CONTENT POOL; ASOV VARGIOLU/DPPI

THE SÉBASTIEN LOEB YOU SEE NOW - weather-beaten and suntanned after his adventures in the Saudi desert on the latest Dakar - is a very different animal to the fresh-faced youngster who burst onto the world rally scene more than 20 years ago, nearly winning his first rally with a factory World Rally Car.

These days, he looks more like a seasoned explorer than an aspiring member of a boy band. It's easy to understand why: now aged 47, he's won everything there is to win - nine World Rally titles and 79 WRC victories, for the record - and travelled the world in pursuit of his art. Through mud, mountains, snow, ice, asphalt and desert: in temperatures that have ranged from lower than -20deg C on Rally Sweden to more than 40deg C in the heat of the Arabian desert.

He's lived, laughed, loved, given it everything. So now, as he puts it himself: "I'm driving mainly for pleasure." Mainly, because he's still serious about winning, especially when it comes to Dakar, which so far has slipped through his fingers in the same way that Le Mans did, with a best result of second.

This year's desert odyssey also marked his second consecutive retirement - but there are reasons to be

cheerful, despite starting from the ground up with the brand new Prodrive BRX Hunter project. It was built specifically for the FIA's new cross-country regulations, but before even seeing a sand dune in anger, it was clear that this year's Dakar would be an uphill struggle.

"We started testing only three weeks before the start - Covid didn't help - so everything was brand new," points out Loeb. "This year's route also didn't play to my strengths or the strengths of the car, although in the end it was just a suspension triangle that broke. That's okay: I'm sure it will be analysed and fixed and won't break again next year. The concept of the car is good. It's really enjoyable to drive and rolls a lot less than the Peugeot I had before. It feels more pointy, more like a World Rally Car. There's a lot of potential."

Even so, he endured a torrid rally. He rowed with officials after being slapped with a five-minute penalty for speeding; his support truck broke down; and new navigation notes left him and experienced co-driver Daniel Elena baffled.

The *coup de grâce* came in suitably farcical circumstances. "In a double jump on a landing, we broke a [suspension] wishbone and then we lost 10 hours in the desert." ♦



All smiles (of sorts) at the Dakar Rally shakedown with their Prodrive-run Bahrain Raid Xtreme BRX1 on New Year's Eve

“Just as they
thought their
saviour had
arrived, things
got worse”

Unable to continue as night fell, Loeb and Elena waited patiently for the recovery truck carrying the spare parts needed to continue the race. Just as they thought their saviour had arrived, things suddenly got even worse. The truck had brought the incorrect component due to some lax labelling. It was a case of right label - wrong part.

“Surprise!” says Loeb. “So at this point, we lost completely the race.”

Loeb and his co-driver were forced to amuse themselves and take refuge with a following camera crew. But today, the Frenchman is relaxed: his time on the Dakar will come. For the first time in decades, Loeb doesn't have a factory contract - having terminated his WRC agreement with Hyundai last year - and he's totally free to make his own decisions.

Take a peek inside his garage and you'll find a Porsche 911 Turbo S, an Audi RS6 and a McLaren 675LT: all cars he's chosen because he likes them.

He no longer has to drive a Citroën, Peugeot, Hyundai or promote a particular brand of oil for PR purposes. He can just be himself.

And that's something that Seb does incredibly well, a task made easier by the passing of the years and accumulation of unprecedented success. There's nothing more to prove or say; absolutely no need to toe any clean-living, politically correct lines.

All this, plus Covid putting the world on hold, has brought Loeb to a crossroads in his life and career: he's recently moved house as well. There's a genuine sense now of a new chapter about to open.

Like all of us, he's had plenty of time to think about what to do next, sitting at home in Switzerland as travel restrictions kicked in. After so many years of moving around, he found the experience odd but beneficial: the chance to spend more time with his daughter Valentine was amazing and he was also able to get stuck into his new house project. ●

The stone tracks of stage one gave way to a sandy plateau for stage two between Bisha and Wadi Al Dawasir on January 4



A special moment for Loeb with a win on the asphalt of the French Rally in 2010

Career stats

180
rallies

2002
first WRC win

9 WRC titles
2004, 2005,
2006, 2007,
2008, 2009,
2010, 2011, 2012

Daniel Elena
co-driver since 1999

7 disciplines
participated in
WRC, Le Mans,
rallycross, GT,
WTCC, Porsche
Supercup, Dakar

925
rally stage wins

DESERT DISASTER

There was clearly some degree of boredom too, as the Instagram video he shared, showing his impressively dextrous negotiation of an indoor mountain bike obstacle course, demonstrated. Who hasn't dreamed of doing that one day?

"For me the lockdown was okay," he points out. "I didn't mind it too much, although I definitely missed the competition. But I feel really sorry for the younger drivers who have just started their motor sport careers or are in the middle of them. For them it must be so frustrating not being able to progress their careers and show what they can do."

ALTHOUGH HE MAY NOT HAVE A manufacturer contract now - through his choice - Loeb has something that for him is probably much better: an association with Prodrive, which not only links him to the Dakar Rally but also the new off-road series Extreme E.

For rally fans, Prodrive, which ran the iconic blue WRC Subaru Imprezas, is the equivalent of Ferrari in Formula 1. And even the pragmatic Loeb admits that it feels quite special to follow in the footsteps of legends like Colin McRae.

Loeb will be driving in the all-electric off-road championship for Lewis Hamilton's X44 team this year, with Hamilton's cars run by Prodrive. "I'd actually had a few discussions already about Extreme E last year as it seemed interesting," reveals Loeb. "I mentioned it to [Prodrive boss] David Richards, who said he would put me in touch with Lewis about his team. I've met Lewis a few times at prize-givings and so on, but I don't know him well. So we had a video call and it all went from there. I'll be seeing Lewis at the Bahrain Grand Prix, before the first Extreme E round in Saudi Arabia in April."

Loeb's Dakar experience should stand him in good stead for the opening round of the new series, as well as his previous rallycross campaigns, but he's still not too sure of what exactly to expect.

"I know that I'll be in good company, as the drivers competing in Extreme E are at a really high level - not to mention the people who own the teams, like Lewis and Nico Rosberg," he says. "I don't really think it will be like rallycross, as the cars don't seem designed for contact, but it should be good fun. It's only five rounds, so why not?"

Apart from Extreme E, testing the BRX car and keeping his eye on the Sébastien Loeb Racing team - which competes in a variety of championships including the French Porsche Carrera Cup, European Touring Cars and Andros Trophy - Loeb doesn't have many other plans for 2021.

But that's the way he likes it now. Right from the start, the Frenchman has always been somebody who lives his life either at full speed or asleep. There's rarely much in between, which is part of his all-or-nothing personality.

And what Loeb really enjoys doing these days is messing about with friends, having the occasional

Loeb will be partnering Spanish driver Cristina Gutierrez in Lewis Hamilton's X44 Extreme E team



Total dominance in Corsica in 2005 was a career highlight for Loeb. Above, in the Xsara WRC for the 50th Safari Rally, where he would finish fifth



"For the future,
I think I'm
done with the
World Rally
Championship"



The best way to describe Loeb's drive at the Pikes Peak hillclimb in 2013 is epochal. In this Peugeot 208 T16, he took 1min 33sec off the hill record

GETTY IMAGES
RED BULL CONTENT POC

party, playing with cars or bikes, and just making the most of his downtime. The young Sébastien was intensely serious and focused. This latest evolution of Loeb is far more relaxed and happy to enjoy the fruits of his labours.

"Especially now, it's impossible to plan too much, as we've already seen last year," he adds. "So let's see what happens. I'd like to do one or two rallies in France for fun, like I've always done, but apart from that I'm not in a hurry. For the future, who knows? I think I'm done with the World Rally Championship, but never say never."

Rallying will always be his first love, though. Ask about the defining moment of his career and he will talk movingly about winning the 2010 world championship in a Citroën C4 at the Rally de France, close to his home town Haguenau on the German border. Taking his seventh title on the streets he knew so well, surrounded by his friends at the usual old haunts: it was almost too much. That was the only time he cried in public.

But you could add so many other highlights. He's almost forgotten the time when he won the 2005 Tour de Corse driving a Citroën Xsara WRC by taking every stage, for instance.

His favourite motor sport memory is something else entirely, though: Pikes Peak in 2013, when he shattered the record on the epic race to the clouds, going faster in his outlandish 875bhp 208 T16 - an average 87mph - than even Peugeot's computer predicted was possible. Already, that conquest is part of modern history; the monstrous 208 Pikes Peak an ageing relic from the past.

"That achievement was a real one-off, something very special," Loeb says. "It was probably a bit over the limit. So if I had to choose only one thing to remember? Maybe Pikes Peak."

MOVING ON THOUGH, HOW DO YOU even begin to recreate all those moments of such intensity? Feeling overwhelmed by how far you've come on the streets of your home, carving your name into history with an unprecedented sweep of stage wins, dancing on a precipice between life and death as you power your way up into the sky?

Such a vertiginous rollercoaster of never-ending success can leave you punch-drunk; emotionally as well as professionally disorientated. Your body is constantly battered by the ruts and jumps and travel, your mind incessantly assaulted by spikes of adrenaline and supreme concentration. And that has been non-stop, for the last 20 years or more. That's what it's like to be Sébastien Loeb.

But he's still coming back for more - on his terms, however. And although Loeb says it's just for fun now, there's plenty of winning left to do. While the driving schedule may have slowed down, the urge to compete has never gone away. Life begins again. Even for a nine-time champion. ●

Silver drea



mm machine



Colin Chapman's final company car was by no means a regular fleet vehicle. **Andrew Frankel** takes the Lotus boss' Esprit Turbo on the track to experience the original factory modifications

PHOTOGRAPHY: JORDAN BUTTERS



Margaret Thatcher was impressed by Colin Chapman's Esprit when taking it for a spin in 1981



The car has been described as Union Jack underpants on wheels, and is back in Lotus ownership



The PM might have preferred a blue leather ruched interior rather than a Michael Foot red



Chapman's Esprit Turbo is the first car to receive Lotus' recently launched Certificate of Provenance



IT WOULD BE HARD TO UNDERESTIMATE just how bad things must have been at Lotus the day Margaret Thatcher came to visit on August 5, 1981. The original plan had been for her to come to the factory at Hethel, but a prime minister's schedule is a busy one, so in the end it boiled down to a photo op at Norwich Airport a dozen miles away.

For props to represent its racing and road divisions, Lotus had brought a Formula 1 car and Lotus Esprit, the latter of which Thatcher drove and was reported in the local press to have said, "I was tempted to drive away in it." The Formula 1 machine was the Lotus 88, perhaps the most revolutionary grand prix car in F1 history, boasting not only its famed twin chassis, but also a carbon-fibre monocoque that predated that of the McLaren MP4/1 (which usually takes the credit for being the first of its kind) and which was Lotus' own work rather than farmed out.

What Chapman may not have mentioned was that the 88 had never actually raced and now, having been slung out of the British Grand Prix little more than a fortnight earlier (as it already had at Long Beach and Rio earlier that season), it never

world. His last transformative F1 car, the 79, had won Lotus its seventh constructors' championship in 1978, but Team Lotus had been winless ever since and the 88, the car that could have changed the racing world, was already a museum piece.

If that was bad, over in the road car world things were more depressing. Global recession had decimated demand for expensive trinketry like a Lotus. The previous year the company had sold fewer than 400 cars, less than one third of what it had shifted just two years earlier. And 1981 was looking even worse - which, indeed, it turned out to be.

And then, as Chapman gripped and grinned with the PM, he would have known that the DeLorean project, in which he and his company were so intricately involved, was on its knees, and that public scandal and who knows what else would be the likely outcome. He would have been a man with the weight of the world on his shoulders that Wednesday afternoon at Norwich Airport.

But perhaps some comfort would at least have been derived from his company car, the very same Esprit that Mrs Thatcher had driven around some private airfield. ◼

"Global recession had decimated demand for expensive trinketry"



roads. It had been registered just four days earlier and even by Esprit Turbo standards was a special car. According to Lotus, Chapman had ordered it with lowered suspension and modified brakes, optional air conditioning and a roof-mounted Panasonic stereo and, most significantly of all, a prototype power-steering system.

"He would have been very happy that day," says his son and Classic Team Lotus boss Clive Chapman as we stand outside Ketteringham Hall, where Team Lotus had been based from 1967 until it folded in 1995, and which remains owned by the Chapman family. We're here because it was in its chapel and not at the Hethel factory that the early design work on the Esprit

"The man said, 'Mr Chapman, you should have slowed down'"

had been done. "Dad was a huge fan of the PM and would have been delighted to have got her there with the 88, which was his absolute passion at the time."

According to Lotus, the Esprit was also Chapman's final company car, though Clive also makes clear he had other machines at his disposal, such as a vast 450SEL 6.9-litre Mercedes-Benz which he used in winter because even then it had four-channel

electronic antilock brakes. As for the Esprit, Chapman drove it fast. "It was around this time," recalls Clive, "that the doorbell rang at home, and Dad was confronted by a rather angry man from the village. He was furious because Dad hadn't slowed going down Catbridge Lane, which is very narrow. Dad had just managed to squeeze through the gap but the man said, 'Mr Chapman, you should have slowed



SPECIFICATION

PRICE: £70,000 (today for exceptional condition example)

POWER: 210bhp

TORQUE: 200lb ft

ENGINE: 2.2-litre turbocharged four-cylinder

GEARBOX: Five-speed manual

WEIGHT: 1148kg

MAX SPEED: 152mph



Life begins at 40 for this Esprit – and what better way to celebrate than have Andrew Frankel at your milestone party

"It is as it was the last time Colin Chapman drove it"

down,' to which Dad replied, 'The width of the gap does not vary with speed...' Then again there were plenty of gaps he thought he could get through and didn't."

The car was sold after Chapman's death in December 1982 and was in private hands until last year, racking up just 11,000 miles in nearly 40 years of life. The car has only just been persuaded to run and I am the first outside the factory to drive it, and one of the last too before it goes into the workshop to be completely recommissioned.

It was found by Lotus UK sales manager Scott Walker and will become part of a heritage collection Lotus will keep on site and in running condition. "We want clean examples of the most important road cars. The racing cars we leave to Clive and Classic Team Lotus, and while there are some concepts and prototypes, we want people to be able to come, see and if possible use representative Lotus product." The list is more than 20 cars long, starting with a Mk6

and will extend up to the present day.

Scott is nervous about me driving the Esprit. He's just watched as I sent a couple of Elises as sideways as I could make them go for another story, including his immaculate, original 1998 Series 1 car, and fears I am about to dispense the same treatment to the Esprit. I don't know what he paid for it but it was plenty, and paintwork and possibly tyres aside, it is as it was the last time Colin Chapman drove it, or Margaret Thatcher for that matter. I suppose I'd be nervous too.

But I have no intention of flinging around this old, unrestored car. The track barriers are close in places, the weather is filthy and I have no better idea than anyone else what state the suspension or structure is in. When Lotus has been through it I'll come back and try to drive as Chapman probably did all the time, but for now it is more than enough to gently stretch its legs on the same circuit on which it was ◻



This is one of approximately 143 Esprit Turbos with much sought-after dry-sump lubrication



This time warp example even has its original roof-mounted Panasonic RM610 stereo, left, with a graphic equalizer



From being sold into private ownership after Chapman's death in 1982, the car has led a pampered existence





developed over 40 years ago. In fact thanks to Lotus' new Certificate of Provenance scheme, which for £170 provides in a presentation box all the details the factory holds on any particular car, I discover I would be driving it 40 years to the day after it came off the line in Hethel.

The car comes in what should be metallic Silver Diamond paint but it has been poorly resprayed in something that is merely quite close, so that will have to change. But there are two other things I notice far more: first and most obviously

that blood orange interior, which I can only presume was Colin's own choice. Second, the panel fit is absolutely superb for a Lotus of this era, and that is suspicious. I once owned an Esprit of precisely this vintage and could insert digits past the first knuckle in some of the gaps. Apparently cars used for press, marketing and other important purposes were built extra carefully, and it clearly shows.

You sink down and down into the car, marvelling at the Morris Marina door handles, Series III Land Rover switchgear,

off-the-peg Smiths instruments and, most of all, how on earth Lotus got away with it. But it did. Turbocharging the Esprit turbocharged Esprit sales too: 1981 may have been a disastrous year for overall Lotus purchases, but in its first full year on sale the Turbo helped Esprit sales rise by over 200 per cent. The following year Lotus sold more Esprits than it had Esprits, Elites and Eclats the year before.

And that was simply because, though flawed, it was a good car. Easily the fastest and most powerful Lotus road car to date,



"I once owned an Esprit and could insert digits in the gaps"

it would eat Ferrari's potent but heavier, less grippy, more expensive 308 GTBi.

Colin's car has one of the early dry-sump engines producing 215bhp in theory, but it feels nothing like that today. It's only boosting to around 0.4bar, which I suspect is distinctly below par, but it still provides a pleasant surge, there's less lag than I expect and the gearshift finds its way easily enough around its gate.

The power steering is less successful. There's a story that it was only fitted through fears that Mrs Thatcher would find

the unassisted helm too heavy but it may not be true. What is true is that it robs the Esprit of some of the feel for which the breed is rightly renowned. Even so, it's fun to splash around the track and, on what are probably mummified tyres, there's still enough shove at the exit to cancel the understeer and let it slide just enough to allow you to straighten the wheel.

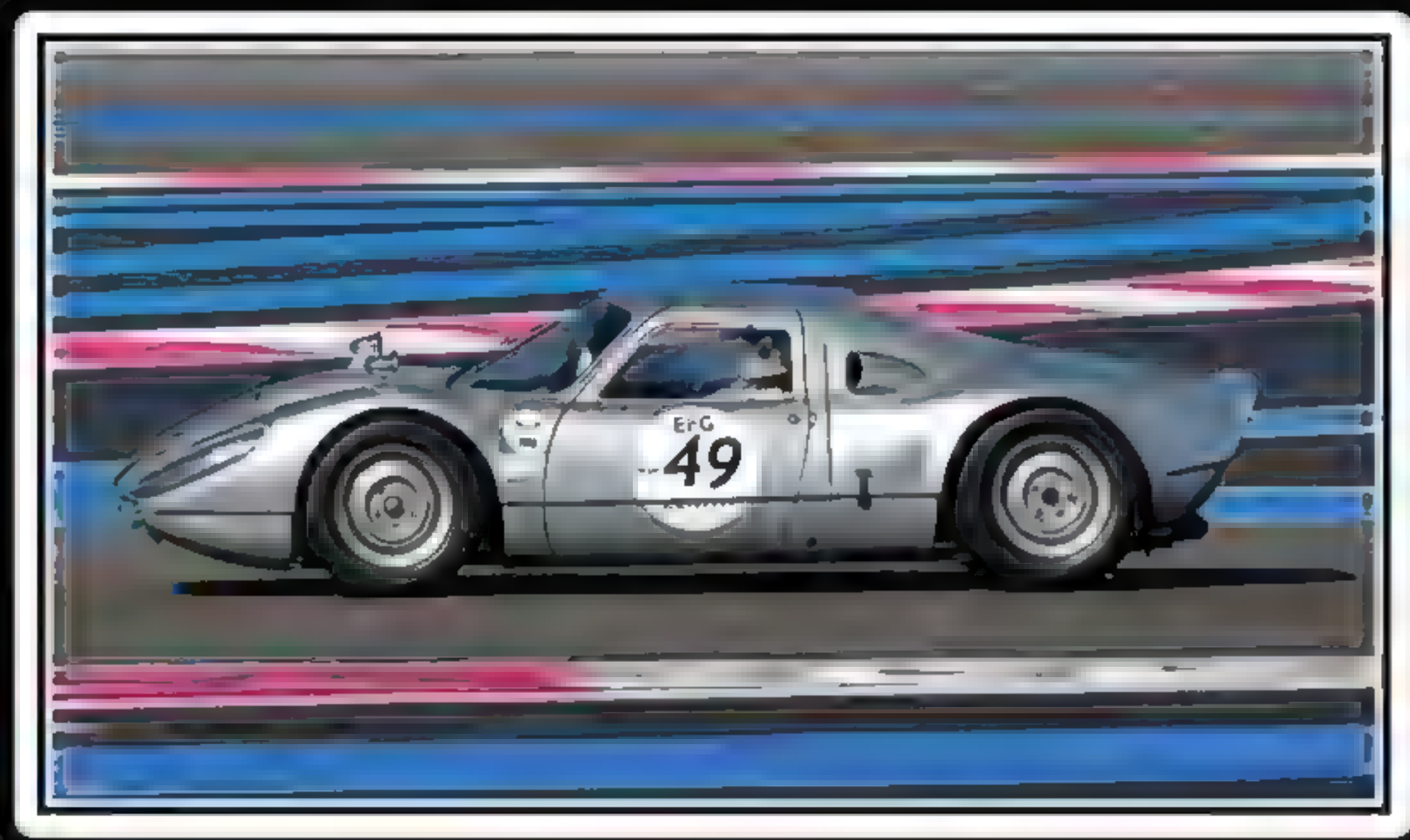
Driving any Lotus Esprit is always a memorable experience, but driving this one in original, unrestored condition was something else. I am bothered neither one

way nor the other that it was driven by Margaret Thatcher but to think of Colin Chapman gunning it down Catbridge Lane and winding up the locals does make me reflect. What was his mindset at that time? Could he see a way forward for himself, his company, his race team? On these, we will never know. I hope that if nothing else, his Esprit Turbo with that extraordinary interior did at least afford him a few moments of pleasure and light relief. That would be something we would now both have in common. ◻



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THE SHOWROOM

BUYING, SELLING, AUCTIONS, MEMORABILIA



Of 1981 vintage, this Kougars has had eight owners but clocked up fewer than 39,000 miles

FRANCOIS STEVENS

Have a break, have a kit cat

Built on a Jaguar XJ6 4.2 donor, the curious-looking Kougars offers performance at a moderate price. **Simon de Burton** is impressed

NEVER CLAIMING TO BE A 'replica' of anything but acknowledged to have been influenced by the designs of unusual-looking cars such as the Healey Silverstone and the Frazer Nash TT Replica, the Kougars was a kit car designed and built by former racing driver and engineer Rick Stevens. He was inspired to develop a lightweight sportster

based around Jaguar running gear during the mid 1970s after realising that his own S-type had a scrap value of less than £200. Indeed, those were the days when Jaguar saloons frequently ended up on banger racing circuits and 10-year-old E-types would change hands for only a few hundred quid.

So in 1976, Stevens stripped the 1600kg S-type, set aside its silky-smooth 3.8-litre engine, Dunlop disc brakes, high-g geared

steering and independent suspension, and attached it all to a simple tubular chassis of his own design. He then topped it off with a lightweight aluminium body to produce a quick hot rod producing 220bhp and tipping the scales on the right side of 1000kg.

Subsequent cars had glassfibre coachwork, and the first production model - marketed through a company called Storcourt Wells - went to an American buyer in 1977, with



This well-cared-for Kougars has a full wet-weather kit, with side screens and tonneau cover. It has retained its 4.2-litre XJ6 engine

five further examples being exported to Australia soon afterwards.

The original Kougars company was wound up in 1990, by which time 200 cars had been sold, an estimated 60 per cent being supplied as kits and the remainder factory built.

This 1981 example being offered by Anthony Godin was not among the latter, but the excellent fit and finish bears testament to the belief that it was professionally put together by Sussex-based Ashurstwood. Fitted with a 4.2-litre XJ6 engine running triple carburettors and driving through a manual gearbox (phew), it was owned for nine years by a respected Bentley restorer before passing into the hands of the current owner in 2013.

Currently showing a modest 38,500 miles on the clock, it's described as being in good cosmetic order and running and driving well.

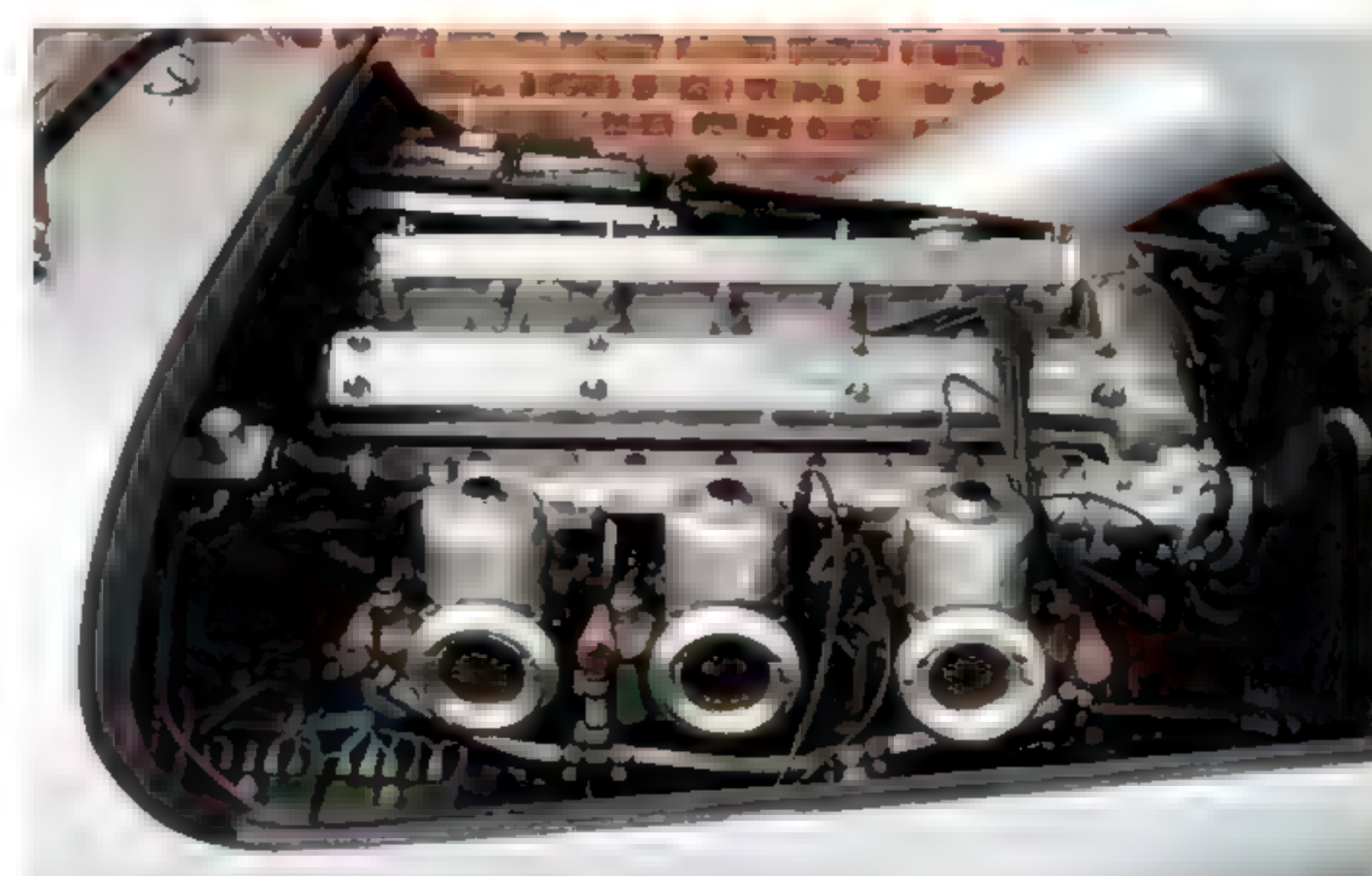
Unusually, it also comes with a full soft top and side screens as well as a tonneau cover and removable roll bar and luggage rack.

There was a time when kit cars were largely regarded with disdain, but it's now widely accepted that many (although crucially not all...) represent legitimate examples of automotive engineering that have the performance and refinement to match their sporting looks.

The Kougars is just such a car, and this example offers good value. Back in the halcyon days of 2012, Gooding & Company hammered down on one for £45,000.

1981 KOUGARS

On sale with Godin Sporting Cars & Motorcycles, Mereworth, Kent, ME18 5JG. Asking: £29,995. anthonygodin.co.uk



DEALER NEWS

Brexit report outlines classic car price hike

A report by insurance company **HAGERTY** reveals the impact Brexit will have on the classic car market, with extra bureaucracy and paperwork expected to hinder business. One such change is the Access/Temporary Access Carnet, a passport for goods that guarantees items won't disappear on arrival in the EU. A 40 per cent returnable bond means

a car worth £1m will need an upfront payment of £400,000 – a “heavy monkey to carry” as one classic car specialist noted.

And they say romance is dead. With **HR OWEN's** assistance, a Bugatti Chiron Sport (prices from £2.3m) in pink and white and named ‘Alice’ was one of the more imaginative gifts from husband to wife on Valentine's Day.

One of only three **2013 McLaren MP4-12C CAN AMs** is on sale at **SBR ENGINEERING**, £POA. This orange Can Am brute has an extra 100bhp over the GT3 and supplies 30 per cent more downforce.

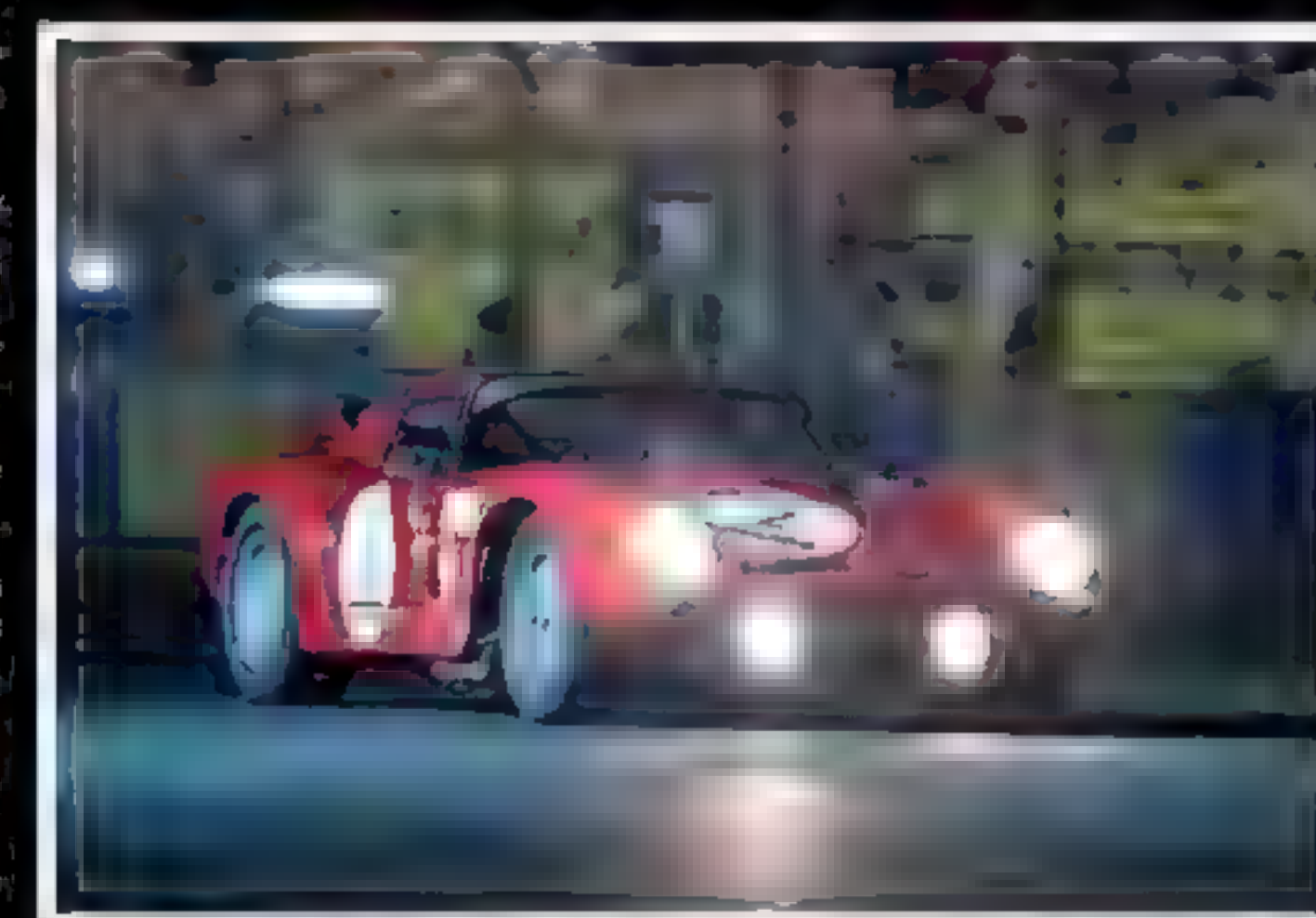
Fancy a margarita with your Maserati? One of the best London showrooms is reinventing itself with a restaurant, bar, live event space as well some of the

most desirable classic cars in the world. **HEXAGON CLASSICS** has reworked its north London premises to include the additional space in order to capitalise on the growing demand for destination dealerships.



Owner and chairman Paul Michaels has even attached a shop selling Italian wines. The Engine Room is set to open as and when Covid restrictions are lifted.

On sale at **NICHOLAS MEE & CO** for £399,950, this **ASTON MARTIN VANTAGE LE MANS**, left, from 2000 marked the end of Aston's coach-built era. Of course, it's racing green.

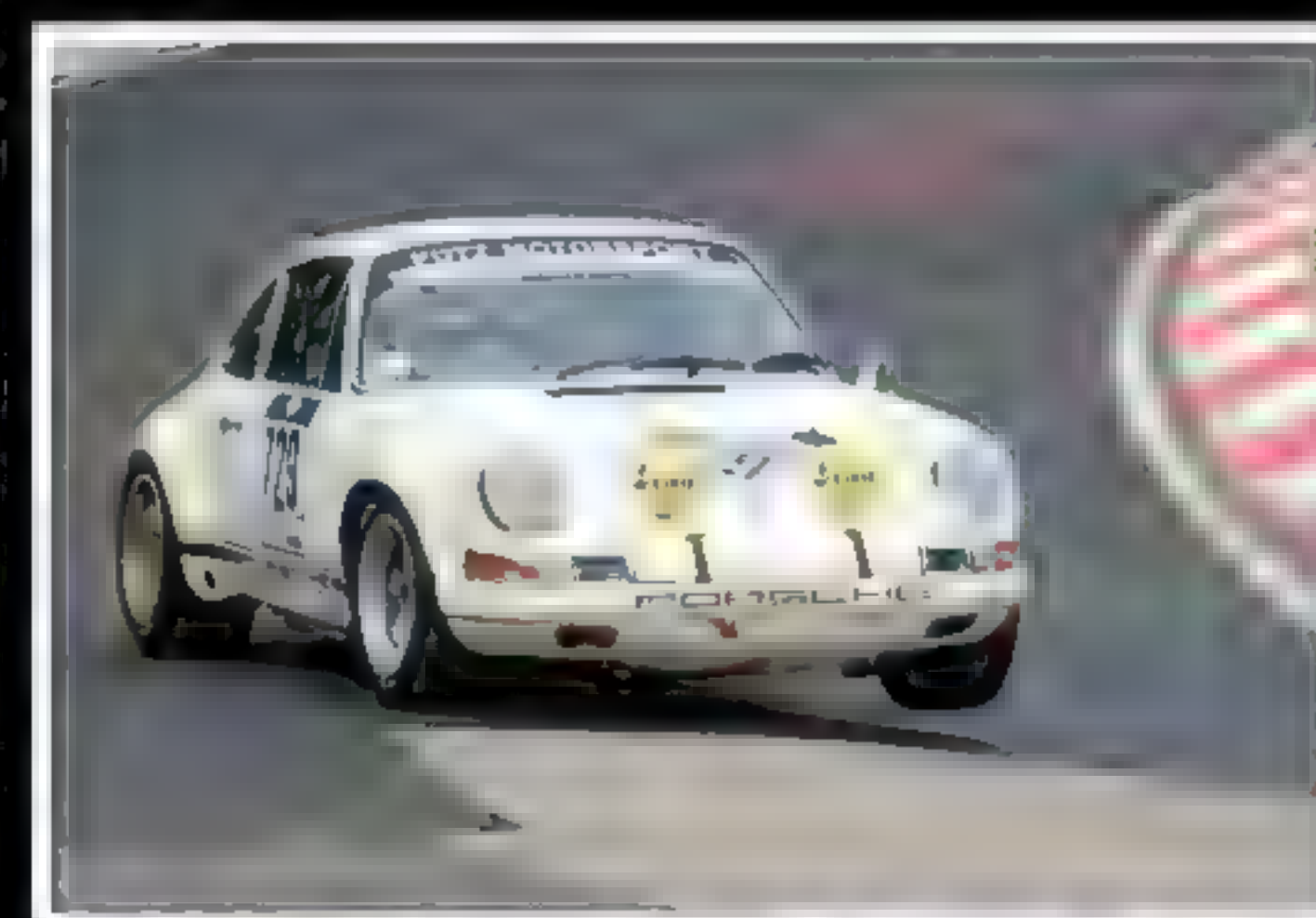


1965 Bizzarrini 5300 GT America

Chassis #BA4-*0102* was delivered to the USA in the desired „America“ version with independent rear suspension and fibreglass body. The car returned to Europe in 1991 and was completely restored in Italy. The racing career of the car began 2007 and was since then raced extensively in Patrick Peter's GT-Trophy, Le Mans Classic and a 2 time entrant/finisher in the Spa 6 Hours. The car was maintained to the highest standard during the past years and is now ready to go for the next 2021 season. The engine and the gearbox are freshly and completely revised with only 1 hour trackday in summer 2020.

A freshly revised spare engine is available by separate negotiation.

Eligible in Patrick Peter's GT Trophy, Sixties Endurance and Le Mans Classic as well as the Spa 6 Hours makes this one an ideal front runner car for the coming year. **Price on request**



1970 Porsche 911 S Coupé

This car, Chassis #911 030 0717 was restored and built up to FIA GR 4 specification in 2010 and has an expired FIA HTP - Period G2 - Class GTS21. The body was completely stripped down to bare metal and the paint "bath-removed" and then KTL-primed. The car is repainted in its original colour "light-ivory".

The car has been built up according to FIA-3025 Homologation form. The restoration is fully documented in a nice picture book. It also has a heated front window and thin glass around.

Double ignition engine built on original engine bloc (270 HP). ST oil cooling with 2 oil radiators and inside oil lines. 100 Lt ST fuel tank. 911 reinforced gearbox with cooling and 40% diff. lock. Original 8x15 Fuchs wheels in front and Replica 9x15 Minilite on rear.

The car is in absolutely top and almost as new condition with only 1 race at the Nürburgring in 2013 – driven less than 1'500 Km since restoration. The car is Swiss tax paid, comes with Swiss registration and a German "Fahrzeugbrief". Expired FIA HTP from 2010. **EUR 175'000**

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With just 3 owners from new, this highly cherished car has been maintained annually by Aston Martin and is almost indistinguishable from new. Highly prized and produced in minuscule numbers, the Vantage Le Mans is both a thrill to drive and a 'bona fide' collector's car, from the end of an era.



1964 Aston Martin DB5 EPOA



2012 Aston Martin V12 Zagato EPOA



1967 Aston Martin DB6 Vantage £345,000



2004 Aston Martin DB7 Zagato £285,000



1987 Aston Martin V8 EFI Volante £199,950



2004 Aston Martin Vanquish £84,950

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L-plates not included

One of only a few two-seat Challengers built, this corporate-day stalwart is ready to schmooze again, says **Simon de Burton**

THERE CAN BE FEW PEOPLE WHO know more about track days than motor sport impresario Jonathan Palmer, so the fact that he was central to the design of this Jaguar-powered two-seater suggests that whoever buys it can be confident it's 'fit for purpose'.

Originally conceived as a track weapon capable of giving visitors to Palmer's Bedford Autodrome a slight flavour of what it's like to drive an LMP car, it was inspired by the Zeus Challenger. Original Challengers, produced in Oxfordshire by Zeus Motorsport Engineering, were single-seaters powered by 2-litre Toyota four-cylinder engines but Palmer wanted to create a small 'fleet' of two-seaters that could accommodate a driver and an instructor during the popular corporate track day events for which his company became famous.

In the style of celebrated Remington boss Victor Kiam, he bought Zeus and, using modifications penned by the PalmerSport engineers, had Zeus designer Peter Sneller build a run of wider, space-frame chassis into which were fitted Jaguar Racing Cosworth

3-litre, V6 quad-cam engines tuned to make close to 280bhp – sufficient to give each 695kg car a hard-charging 0-100mph time of just 7.6secs and a top speed of 178mph.

In addition to the eight cars built for use at Bedford Autodrome, a few more were made available for sale – the example on offer at Silverstone Auctions being one of them.

First bought by a private enthusiast, in 2015 the car was subsequently sold to leading Jaguar dealer Harwoods, which used it for client schmoozing at various UK circuits.

When Harwoods consigned the Palmer Jaguar to Silverstone three years ago, it was bought by another private owner as a trackday plaything for him and his son (£28,000 all-in) but the pair have used it only once. During that time it has been serviced by PalmerSport and is now offered for sale complete with a bespoke race trailer. Just add petrol. Super unleaded does the trick.

2004 Palmer Jaguar JP1 TS. At Silverstone Auctions, Race Retro Live, March 27. Estimate: £25,000-£30,000. silverstoneauctions.com

FORTHCOMING SALE HIGHLIGHTS

RM SOTHEBY'S, AMELIA ISLAND, MAY 22. The annual spring extravaganza beneath the Florida sun may once again have been rained on by Covid – but RM has already consigned a hugely covetable matching-numbers Ferrari 275 GTB/4 in fetching primrose yellow.

SILVERSTONE AUCTIONS, RACE RETRO LIVE ONLINE, MARCH 27. Despite being an online-only affair, this sale is as replete as ever with competition cars, including a 1960 Lotus 19 Monte Carlo that was driven by greats including Graham Hill, Stirling Moss, Innes Ireland and Jim Clark.

H&H, IMPERIAL WAR MUSEUM, DUXFORD, APRIL 14. Among the highlights here is a 1953 Jaguar XK120 that has been in the same ownership since 1968. Purists might balk at the fact that it was converted (decades ago) from a fixed-head car – but it was a superb job, and at an estimate £60,000-£70,000, it could be half the price of a factory version.

BONHAMS MPH, BICESTER, MARCH 20. As this issue went to press, consignments were still arriving for the latest MPH sale of more affordable classics. As well as some interesting competition cars, an impressive replica of the Batmobile will also be up for grabs.



AUCTION PICKS

Sale of Matra 'Holy Grail'

Simon de Burton on *the* Le Mans winner, a McLaren first and a 200mph Citroën DS

1972 MATRA MS670
SOLD BY ARTCURIAL. £6.1M

Chosen as our star sale car for the February issue, this Matra didn't disappoint when it crossed the block at Artcurial's Parisienne 2021 season opener (the substitute for the usual Retromobile-based auction). Strong bidding drove the price close to the high estimate but £6.1m still didn't seem excessive for a car that led a one-two finish at Le Mans, was driven by Graham Hill and had remained in single ownership since new. When things get 'back to normal' it will no doubt be giving the crowds their money's worth at events around the world. Not least the Le Mans Classic.



1972/73 CITROËN SM
SOLD BY GOODING & COMPANY. £150,000
This rig comprising an SM customised into a pick-up, a trailer with Citroën hydraulics and a 200mph twin-turbo SM was the work of Jerry and Silvia Hathaway, who ran SM World in the US.



1959 SPARTAN IMPERIAL MANSION
SOLD BY RM SOTHEBY'S. £56,500
Anything but spartan, this 47ft caravan has been recently renovated. The luxurious one-bed trailer features a stone bathroom floor, walnut cabinetry and a day bed in the living area.



1965 SHELBY COBRA
SOLD BY MECUM. £4.3M
This 427 Cobra was owned by Carroll Shelby from the day it was made until his death in 2012. The car has been returned to its original charcoal grey as part of a comprehensive restoration.



1955 JAGUAR D-TYPE

SOLD BY RM SOTHEBY'S. £4.3M

Privateer Peter Blond bought this D-Type from a young Bernie Ecclestone and raced it extensively in 1956 and '57. It has had several owners, including Led Zeppelin manager Peter Grant.



1968 MEYERS MANX

SOLD BY GOODING & COMPANY. £73,200

Originality and great provenance will produce excellent prices. This beach buggy remained in exactly the same spec in which it was delivered, even retaining its tow rope and sand shovel.



1988 AUDI QUATTRO S1

SOLD BY ARTCURIAL. £1.8M

A mere 1000km on the clock, having been bought from Audi by motor sport veteran Olivier Quesnel on behalf of Brittany's Manoir de l'Automobile. Seven Group B cars were sold from its collection.



2020 McLAREN SPEEDTAIL

SOLD BY RM SOTHEBY'S. £2.3M

The first Speedtail was only delivered a year ago; this 'pre-owned' example holds the distinction of being the first to cross the auctioneer's block. The 36th car built, it had covered a mere 30 miles.



THE INSIDE LINE

"There has been an outbreak of Group B rally car fever"

COMPETITION CARS ARE a riddle, wrapped in a mystery, inside an enigma. Why? Because they're so difficult to value. The market for each car is not wide, and there's a barrowload of variables to consider before you can determine actual worth; the process is not dissimilar to that for a heavily modified or customised car, or a one-of-a-kind build. And often, unlike thousands of MGBs, there's no precedent.

How do we as auctioneers work with one? Normally, by giving it a wide estimate. Call it hedging your bets or utilising sense.

The reason for these musings is the outbreak of Group B rally car fever, caused by the sale of the Manoir de l'Automobile museum collection, which resulted in a world record price for a rally car at auction (£1,771,434 for an Audi Sport Quattro S1) and two further marque records (£876,300 for a Peugeot 205 T16 Evolution 2 and £486,400 for a Renault 5 Maxi Turbo). But before we consider the Audi, come with me down the competition car rabbit hole.

The first thing to consider is: 'What am I actually looking at?' From that starting point, the variables just increase. Consider these scenarios:

1. A car driven successfully for years - fighting-fit with trophies; battle-worn but ageing gracefully.
2. A fresh-out-of-the-box fully rebuilt car that's not seen any track action yet (but it's shiny and, possibly, has the right bits).
3. As per 2, but has been set up and run at the track (remember, a test weekend and possibly a race or two equates to serious financial outlay).

4. As per 3, but has won a race at Goodwood or elsewhere (with a good driver behind the wheel, but of course it's all about the car...).

In all four circumstances the car, be it E-type, 911 or Escort or other, can ostensibly be much the same, while paradoxically being

totally different. The enthusiast running the first car at the front of the grid will always disagree, but there's an indisputable ladder of significantly increasing value there.

Then there is the real gamechanger: provenance. Was it a historic competition car raced in period? Excellent! And it won? Kudos and victory photos will see an entirely different type of fish inhabiting your kettle. It may not be capable of winning a Goodwood race or the Monte-Carlo Rally today (though strangely, many current racers are conspicuously faster than back in their day), but period success trumps all.

Our final consideration is matching numbers; limited records and frequent period engine changes, especially 1950s through to the 1970s, can make this difficult. Once or twice, they match and that results in an upward surge in value.

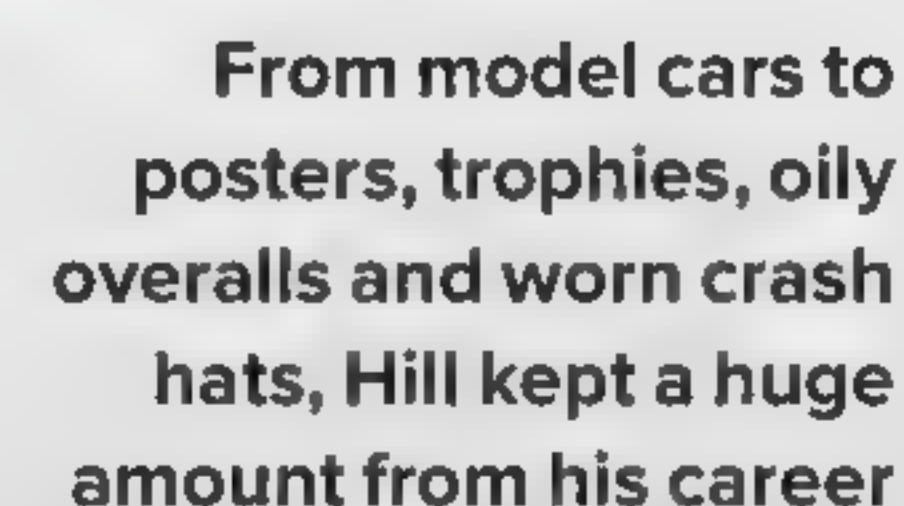
We recently had an 'ex-works' Triumph Dolomite Sprint, which subsequently led a life in the hands of a privateer. The builder confirmed it a kosher car and that it had a race engine, which helped. But it's always tricky and can keep historians and lawyers extremely busy.

To the Audi. On the minus side, it never saw Group B action - constructed, as it was, after its cessation for the Race of Champions. On the plus side, unlike many which saw abuse in rallycross, it only competed in that single event. The amount achieved was a surprise, but with these cars it's worth what someone else pays. An auction is a great way to determine that value. Overvalued in a showroom you risk it gathering dust, while undervalued and you risk giving it away.

Instead, let the people decide, and wait to see if it's a riddle, a mystery or an enigma - or, as in the case of the Audi, all three, with spectacular results.

Tristan Judge is director and co-founder of The Market, the online auction platform for classic and collectible cars

"Was it a historic competition car raced in period? Excellent!"



AUCTION FOCUS



PHIL HILL HELMET

One of the American champion's early hard hats, which he wore in 1958 during his victorious Le Mans race (his first of three wins in the endurance classic) and for his grand prix debut at Reims in a Maserati as well as other grands prix and international races. It is battered and frayed, proving its busy life. A prime item of racing history with exceptional provenance.

Sold for \$193,750

SOLD Goodings & Co, online



BORRION CROSBY DRAWING

Many people rate Crosby as the finest motoring artist of all time, but he was also prolific since he was illustrating race reports in a hurry. Thus while it's not rare for his pieces to come up, prices will soar for larger, dramatic, and signed works (not all were). This image hits all three marks – measuring 63x63cm framed, it shows Dauvergne's winning Peugeot in practice for the 1924 GP du Tourisme at Lyons-Givors. Estimate £2-3000.

UPCOMING Bonhams, online, March 3-10



FELIPE MASSA RACE GLOVES

In past decades racewear was discarded or languished in drivers' cupboards after use. Today, drivers and team publicists know that anything can be monetised immediately, especially if signed. Massa wore these mitts in 2008, and manufacture is dated to just before the Monaco race where he finished third in his Ferrari F2008. With dated carry pouch, signed by Massa – and nicely grubby with race grime. CDN \$1750

ON SALE Collectorstudio.com



BENTLEY AERO MODEL

When team Bentley closed its doors after its successes at Le Mans in 2003 and elsewhere, many items were simply left behind at its base. Among them was this highly detailed two metre-long wind tunnel model of a Speed 8 in carbon fibre, complete with fitted flight case. If you went looking you wouldn't find one, so at Historics' December sale one collector was lucky to nab this for £6200.

SOLD Historics.co.uk

WALL FILLERS

Sick of staring at that dull old wallpaper during lockdown? Try these unusual hangers



CUSTOM SKATE DECKS

Deckorate is a Belgian company making custom-painted skateboards with a racing twist, featuring F1, Group B and more. They can be hung, or add wheels and off you go.

From: £58, deckorate.net



PAPERLEGEND KITS

German designer Florian Weber makes cool stuff from paper, and now so can you. Order your own kit to cut, fold and glue together stunning tributes to a raft of supercars.

From €24.95, paperlegend.com



HALMO SCULPTURES

If you're after something truly eye-catching to commemorate your favourite competition car then look no further than these clever 3D sculptures from Italian designer Halmo.

From £95, halmosculpture.com



NASCAR GEARS

HICKORY, FACTORY CORVETTE (LEFT)
AND CHEVY CORVETTE (RIGHT)

"A friend of mine, Kevin, who worked with me at Porsche in America, knew I was a Jimmie Johnson and a No48 fan. He used to work at Hendrick Motorsports in the gearbox department, so on top of a few signed caps from Jimmie, he got me this used top gear ratio and dog ring which actually came out of a winning car of the 48. It's 'money can't buy' stuff. He even welded them together in a display stand kind of configuration. It sits on my shelf with all my model cars"



THE SHOWROOM

Motor Sport collection



Nos 5, 19 and 32 were the Peugeot entrants of Georges Boillot, Jules Goux and Victor Rigal in the 1914 French GP

Editor's choice

Signed, sealed delivered...

From scale models to original artwork and great reads, sate your appetite for historic racing at motorsportmagazine.com/shop

MINIATURE SHOOTING STARS

If you thought Velasor's first edition of Austro-Daimler slot cars were something, the Spanish firm's second release goes even further in its quest to become the ultimate in finely crafted small models.

This time focusing on the revolutionary Peugeot L45, Velasor has recreated the French brand's entire trio of works entries from the 1914 ACF Grand Prix of Lyon, led by the dynamic Georges Boillot – plus the unmarked reserve car with Boillot's cheerful younger brother André at its wheel.

The L45 was remarkable given its pioneering work with

pre-war aerodynamics, and each model shows off the car's distinctive sweeping tail section in intricate detail. Against the stubby Mercedes 18/100 of the day, Peugeot hoped to find increased performance from the dart-like L45 and showed the car's potential across a gruelling seven-hour race with the Mercedes team at Lyon.

Boillot's car led for much of the grand prix, but was eventually pushed too far, losing the engine on the penultimate lap. Jules Goux brought the best of the L45s home in fourth while Mercedes filled the podium, but the Germans

had been truly rattled by Peugeot's new design.

Velasor's 1:32-scale version is as intricate as it is beautiful, hand-made from over 270 pieces and incorporating a staggering number of movable and interactive parts, such as active front and rear shock absorbers, removable drum brakes, a rotating starter handle, removable bodywork and even two concealed spare wheels.

Available as individual cars or packaged together as the Legendary set, they are a showpiece quite unlike any other.
£2300 Legendary Box Set;
£580 Individual



TOM KRISTENSEN, MR LE MANS

Most know the story of Tom Kristensen's incredible motor racing career – his against-the-odds rise from the son of a garage owner to the fringes of Formula 1, before eventually finding his natural calling at Le Mans, going on to win the race a record nine times. But none tell the tale better than the man himself, who sat down with writer Dan Philipsen to record his official memoir. When released in his native Denmark, this won Sports Book of the Year, and it has now been brought to British fans by Evro Publishing. Wonderfully written, it's a must-have for any sports car fan's bookshelf. £40



STUDIO SPORTIF POSTERS

This isn't your everyday wall-hanger bearing Stuttgart's most famous Le Mans racer. Focusing on the 1970 Le Mans, Studio Sportif's design brings an abstract touch to the table. Each design is hand-drawn and infused with vibrant colours, period-correct graphics and imagery from the event. There are other designs to choose from, including boxing (Foreman v Ali's 'Rumble in the Jungle') and football (the 1966 World Cup). But we firmly believe you can't have enough Porsches. These are as eye-catching as they are appealing and guaranteed to pep up a blank space. £95

HESKETH RACING CAP

Name a cooler Formula 1 team than Hesketh... We'll wait. A few came close, but the team of James Hunt, Harvey Postlethwaite, Lord Hesketh and that brilliant bear mascot combined to create a brand that endures even today. This officially licensed cotton cap is a modern homage to the team, and celebrates the squad's highest point, Hunt's victory in the 1975 Dutch Grand Prix at Zandvoort. £25



ABOUT THE MOTOR SPORT SHOP

With hundreds of special and unique racing-themed products, and many new items regularly added, the *Motor Sport* shop is aimed at both serious and casual collectors with a number of price points to suit your budget. Visit motorsportmagazine.com/shop



MICHAEL SCHUMACHER SIGNED GLOVE PRESENTATION

While he may no longer sit alone at the seven-time F1 World Championship winners' table, Michael Schumacher remains one of grand prix racing's most distinctive, divisive and memorable characters. This exclusive from our partners Signature Store packages a replica Ferrari racing glove signed by the man himself, with imagery from the 2004 season (the one in which he clinched that seventh title). Comes complete with certificate of authenticity. £995



The distinctive Ferrari 'Sharknose' gave Phil Hill his only F1 world title



PHIL HILL SIGNED FERRARI 156 MODEL

Considering its size, population and high regard for motor racing, it's surprising that America has produced so few F1 world champions. Phil Hill secured the 1961 title with the Ferrari 156 'Sharknose' to become the first, and so far only, American-born driver to reach the pinnacle (Mario Andretti was born in Italy), and this exquisite limited-edition recreation from CMC Models celebrates Hill's success. At 1/12 scale, it is crafted from copper, aluminium, stainless steel, cloth and leather and comes with a plaque that was hand-signed by Hill himself. Only 500 will be made, so get your order in quickly. £2999.95

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1974 Lotus 76/1-JPS9

Ex-Ronnie Peterson in iconic and stunning JPS livery. Fresh and race-ready for Masters Historic F1 and Monaco Historic Grand Prix 2021. **P.O.A.**



1980 Fittipaldi F8-1

Driven by 2 World Champions. Freshly restored and race-ready with current FIA HTP and spares. Front running car for historic F1 and Monaco HGP. **P.O.A.**



1967 Lola T70 Mk3B Spyder (SL75/125)

One of only 4 built. Ex-John Surtees and still retaining its original chassis and VIN-plate. 100% race-ready with current HTP and spares. **P.O.A.**



1963 Shelby Cobra (CSX 2194)

Genuine 289ci Cobra with continuous history from new. Older race preparation but in excellent condition throughout. **P.O.A.**



1971 Ford Escort RS1600 FIA Gp2

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2007 Porsche 997 GT3 RSR

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MG METRO 6R4

- **Price new** £45,000 (£16,000 Clubman)
- **Price now** £200,000-£400,000
- **Engine** 3-litre V6 twin-cam with four valves per cylinder
- **Rivals** Peugeot 205 T16, Audi Quattro, Lancia Delta S4
- **Verdict** A promising career cut short, but a historic technical showpiece

Show us your muscles

Of all the cars to take on the brawn of Group B, the Metro supermini was a preposterous proposition – yet it worked

THERE HAD NEVER BEEN A LAUNCH event like it, and there never will be again. Do something as extreme as the car itself. That was certainly achieved when a makeshift cinema full of journalists collectively gasped as a real-life 6R4 burst through the big screen showing a promo film, with driver Tony Pond just halting the car before landing in their laps.

This summed up the 6R4 perfectly. A car so wrong, it's right. During the days of fire-breathing Group B monsters like the Audi Quattro, Ford RS200 and Lancia 037, a diminutive Metro had no place. Then the lunatics, led by Austin Rover's motor sport head John Davenport, took over the asylum and delivered a mad idea to the board.

Group B rules were thriving, with multiple brands building cars to the new, power-hungry yet cost-effective formula, and Austin Rover wanted in.

The SD1 was long in the tooth by 1982, so Davenport decided to take the Metro as a base, purely because he believed it would suit tight rally stages. But it was a cheap runabout. Hardly the foundation for a rallying warrior.

At the time, Austin Rover was a sponsor of the Williams F1 team so took a donor chassis to the Grove workshops along with a large cheque. A development team led by Sir Patrick Head set to work, creating a bespoke tubular spaceframe chassis, clothed in glassfibre Metro bodywork that had been inflated with huge arch extensions, air intakes and (eventually) that monstrous front scoop splitter.

Williams considered fitting a Honda V6 engine, but to accommodate it at the front the driver would have to be sitting virtually in the rear seats. Williams flipped the plan, fitted a modified 3.5-litre Rover V8 with two cylinders cut off into the boot and entered it

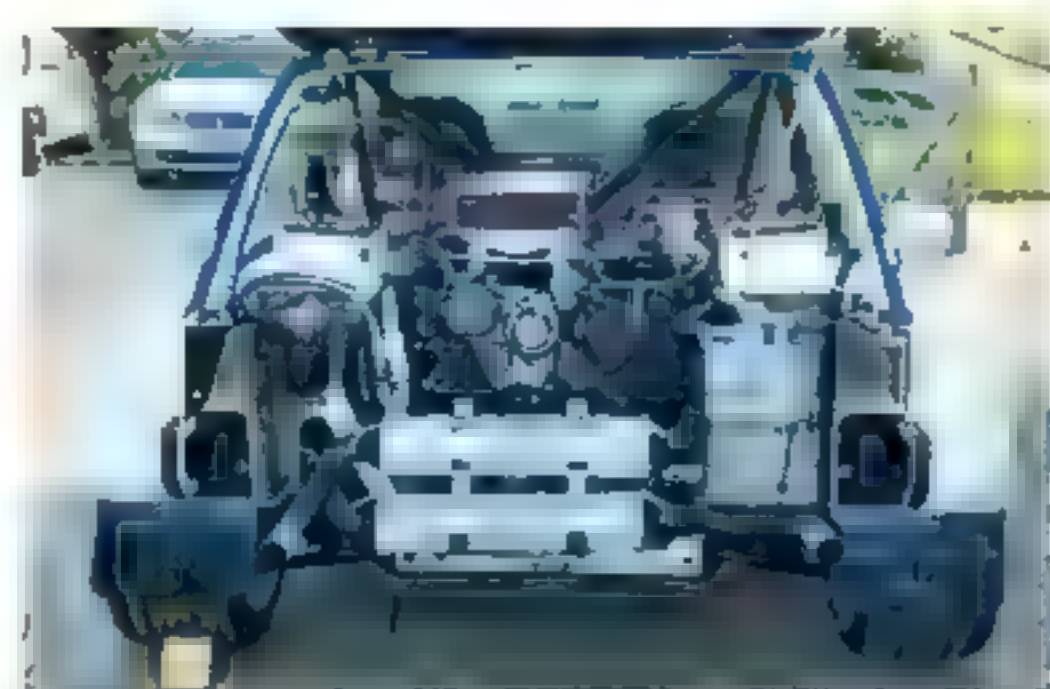
into a whole load of British rallies during a development season in 1984.

The Rover unit proved heavy, so Williams came up with a custom 3-litre V6 - codenamed V64V thanks to ex-Cosworth engineer David Wood's unusual four-valve-per-cylinder V6 design. The 410bhp engine arrived - admittedly mounted backwards to centralise the weight of the gearbox - for 1985, as did the 200 examples needed for homologation. Tony Pond made immediate headlines by scoring a podium on its WRC debut in the 1985 RAC Rally.

For 1986 Austin Rover prepared to tackle European rounds of the WRC. Reliability issues and a lack of outright grunt against its turbocharged rivals limited results, and then came that tragic Tour de Corse during which the world lost Henri Toivonen and Sergio Cresta, and ultimately the future of Group B.

The car carried on with a reduced 300bhp output. Some even went to rallycross, with Will Gollop winning the European championship in a 650bhp bi-turbo 6R4 in 1992.

Due to its quirkiness, an original WRC-spec machine remains high on collectors' lists. ●



ONE FOR SALE

1984 MG METRO 6R4

Built around a new bodyshell and restored by Metro expert David Appleby; a prime example. £350,000, ramsport.com



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Ferrari 16M Scuderia – 2009 **£299,995**



Rosso Corsa with Nechallero Alcantara Interior, Nero Dashboard, Rosso Stitching, 19" Forged Rims with Red Brake Callipers, Air Conditioning, Electronic Suspension, CST, Carbon Fibre Racing Seats, Power Hood, Bluetooth Telephone Preparation and Radio Navi System. 1 of 499 Built. **10,250 miles**

Ferrari 488 Pista – 2020 **£299,995**



Rosso Corsa Exterior with Nero and Charcoal Alcantara Interior, Nero Alcantara Dashboard, Nero Carpets, Rosso Stitching, Nero and Charcoal Alcantara Headlining, 20" Forged Dark Painted Alloy Wheels with Giallo Brake Callipers, Climate Controlled Air Conditioning. **500 miles**

Ferrari 458 Speciale – 2014 **£259,995**



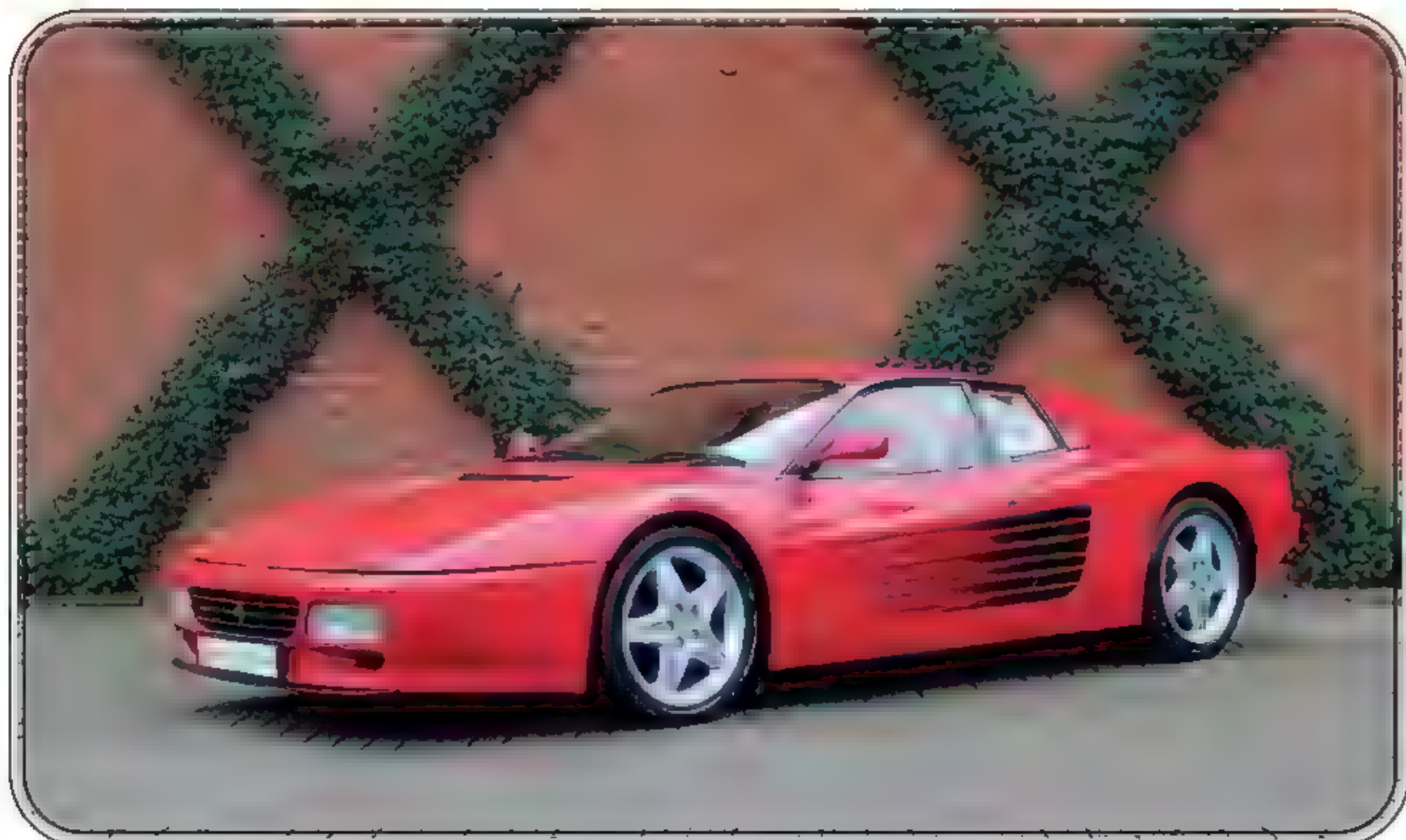
Rosso Corsa with Nero Alcantara Interior, Nero Alcantara Dashboard, Rosso Stitching, Nero Alcantara Headlining, 20" Forged Matt Grigio Corsa Rims with Rosso Brake Callipers, Climate Controlled Air Conditioning, Horse Stitched on Headrest in Rosso, Giallo Rev Counter, Large Carbon Fibre Racing Seats. **7,400 miles**

Ferrari 488 Spider – 2019 **£199,995**



Bianco Italia Metallic with Nero Leather Interior, Nero Carpets, Rosso Stitching, Nero Leather Headlining, 20" Forged Diamond Rims with Rosso Scuderia Brake Callipers, Climate Controlled Air Conditioning, Electronic Suspension, CST, Cruise Control, Large Carbon Fibre Racing Seats, Power Hood. **1,700 miles**

Ferrari 512 TR – 1992 **£199,995**



Rosso Corsa with Crema Leather Interior, Nero Dashboard, Bordeaux Carpets, Crema Headlining, 16" Alloy Wheels with Nero Brake Callipers, Air Conditioning, Single CD Player and Stereo System. 1 of 86 UK Supplied Cars. **9,600 miles**

Ferrari 488 GTB – 2016 **£154,995**



Rosso Corsa with Nero Leather Interior, Nero Dashboard and Carpets, Rosso Special Stitching, Nero Headlining, 20" Forged Painted Rims with Giallo Brake Callipers, Climate Controlled Air Conditioning, Large Daytona Racing Seats. **6,300 miles**

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DE TOMASO PANTERA

- Price new £4000
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- Engine 4.9-5.8-litre Ford V8
- Rivals Ferrari 365/GTB, Lamborghini Miura, Maserati Merak
- Verdict It was a clash of cultures in some ways, but it made for an enduring sporting icon.

Beyond the wedge

Fuse Italian style with Argentinian racing flair and American muscle and you get one of the 1970s defining sports cars

WHEN THE FIRST DE TOMASO Pantera was unveiled at the 1970 New York Motor Show, few predicted that it would enjoy a 23-year production run, a raft of derivative designs and shift 7000 units, putting what would otherwise have been a boutique Modena manufacturer well and truly on the map.

Before the Pantera took De Tomaso transatlantic, there were fewer than 500 examples of its first two models combined. But such was the potential that the firm was brought to Ford's attention, helping De Tomaso grow beyond recognition.

Founded by Argentinian racing driver Alejandro de Tomaso in 1959, the company first specialised in motor racing prototypes before branching out into production cars in 1963. Much of De Tomaso's early design work was done in

partnership with Turin-based Carrozzeria Ghia, resulting in the Vallelunga and Mangusta of the '60s. However, up against locals such as Ferrari and Lamborghini, De Tomaso was the underdog, but Ford saw it as a key ally.

With the sports car market dominated by Ferrari, an Italian supercar with American muscle seemed a perfect avenue to expand Ford's reach. De Tomaso had used Ford engines in its first cars, and was happy to slot a 5.8-litre Ford Cleveland V8 into a new design. For this, De Tomaso created its first steel monocoque chassis, Ghia handled the wedge design and Ford brought the grunt.

With 330bhp and lots of torque, the Pantera gained a reputation for its performance and ease, being far more usable around town than a 365 GTB 'Daytona' or a Miura. Ford liked the finished product so much that it bought an 84 per cent stake in the company and

began shipping to California. More than 5000 Panteras found new homes this way.

Ford's reported \$2m investment helped De Tomaso extend. First came the GTS version for 1972 with its racing-inspired styling, plus a 350bhp engine. Then came the GT-style Lusso for the US market with less power (264bhp) and a host of interior upgrades aimed at comfort rather than speed.

The Pantera reached its nadir after Ford sold its shares back to De Tomaso amid the oil crisis and stopped importing cars in 1975. With the reins back, De Tomaso did what it did best, and prepared a race car for the road. The result was the mad GT5, with its huge rear wing. There was more than a hint of Countach about the design, despite Ghia's Tom Tjaarda handling De Tomaso's work and Bertone's Marcello Gandini doing Lamborghini's.

Production of the Pantera dropped away but there was one final fling for the Pantera when the Si arrived for 1990, featuring styling by Gandini and a 5-litre V8, but it stood little chance against its modern rivals. Just 41 were made before production finally ended in 1993.



ONE FOR SALE

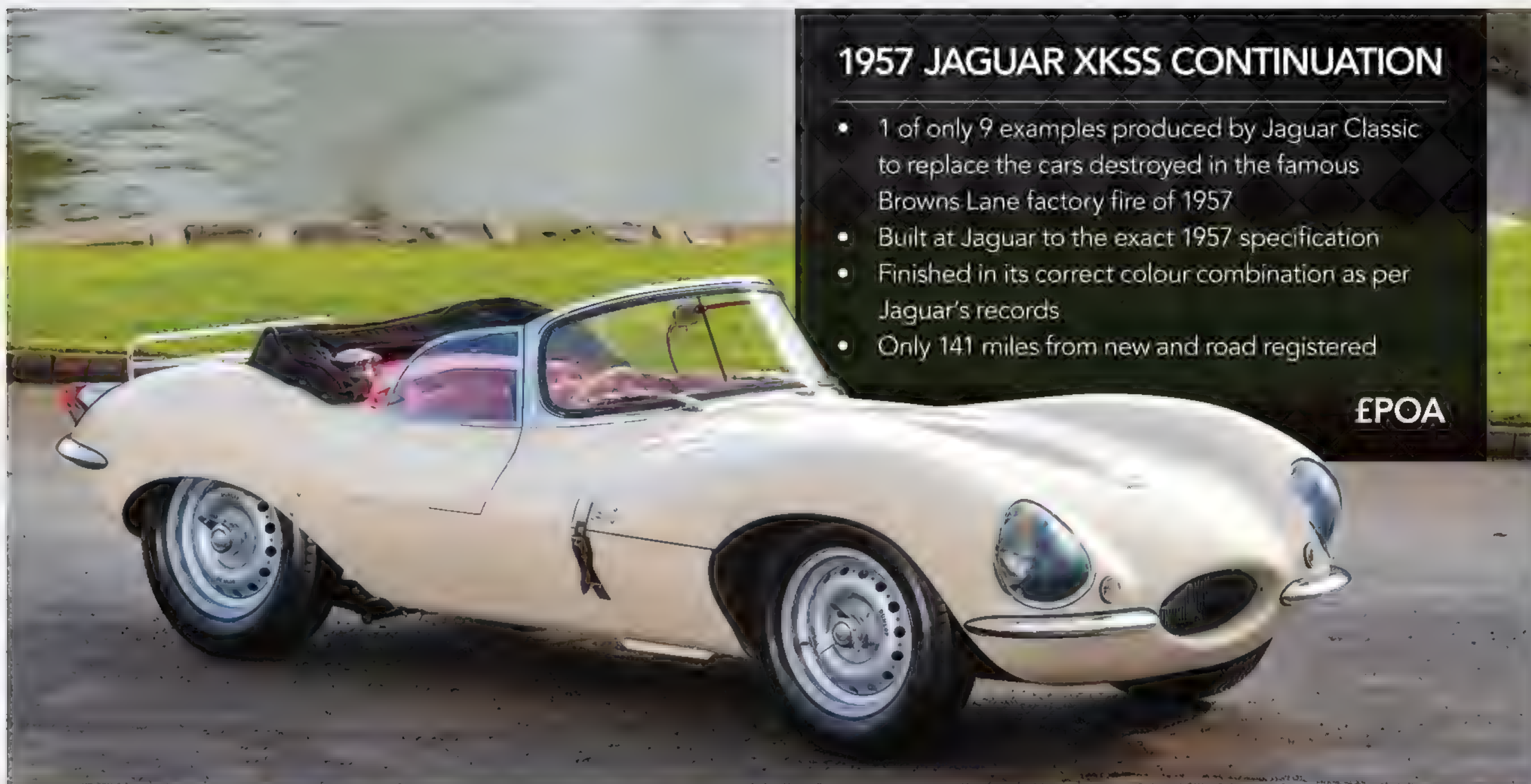
Chassis 2609, the oldest GTS registered, with a full restoration and upgrade to a 406bhp engine.
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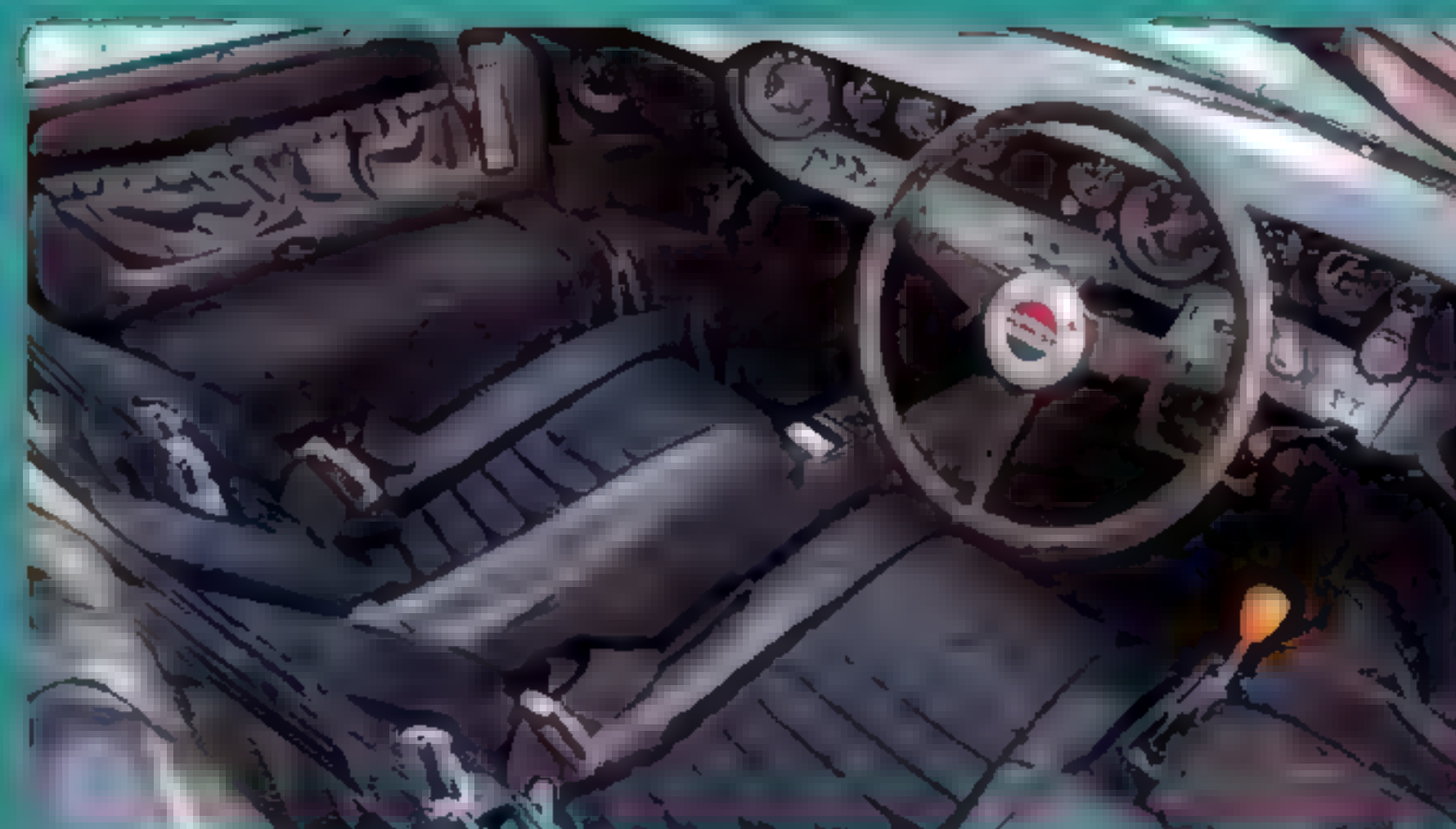
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DUNCAN HAMILTON *ROFGO*



1989 JAGUAR XJR-11

Built for the 1989 World Sports Car Championship with chassis number 289, this is the second of three XJR-11s ever built by TWR for the factory Silk Cut Jaguar team. #289 made its debut at the Brands Hatch 1000km in the early Silk Cut livery, with the team immediately on pole with the sister #189. Although great promise showed in 1989, 1990 was the year that the XJR-11 really showed its blistering pace. #289 was updated to the 1990 chassis number of 590, and claimed back-to-back podiums at Silverstone and Spa, plus another in Mexico, proving the pace of the Tony Southgate, Ross Brawn-designed carbon-chassis, twin-turbo V6 package – the sister chassis winning overall at Silverstone. Had it not been for the thundering works Sauber-Mercedes C11s, the Silk Cut Jaguars would have been world champions in 1990 – finishing 3rd, 5th and 6th in the final standings, beaten only by the Silver Arrows. Of the five men to race this car (Davy Jones, Alain Ferté, John Nielsen, Andy Wallace, Jan Lammers) four are Le Mans winners, three of those with the Jaguar works team. One of the fastest and rarest factory Group C cars in existence, XJR-11 #590 is newly rebuilt and truly race-ready. Alternatively, it would make a very special addition to any collection of important race cars.

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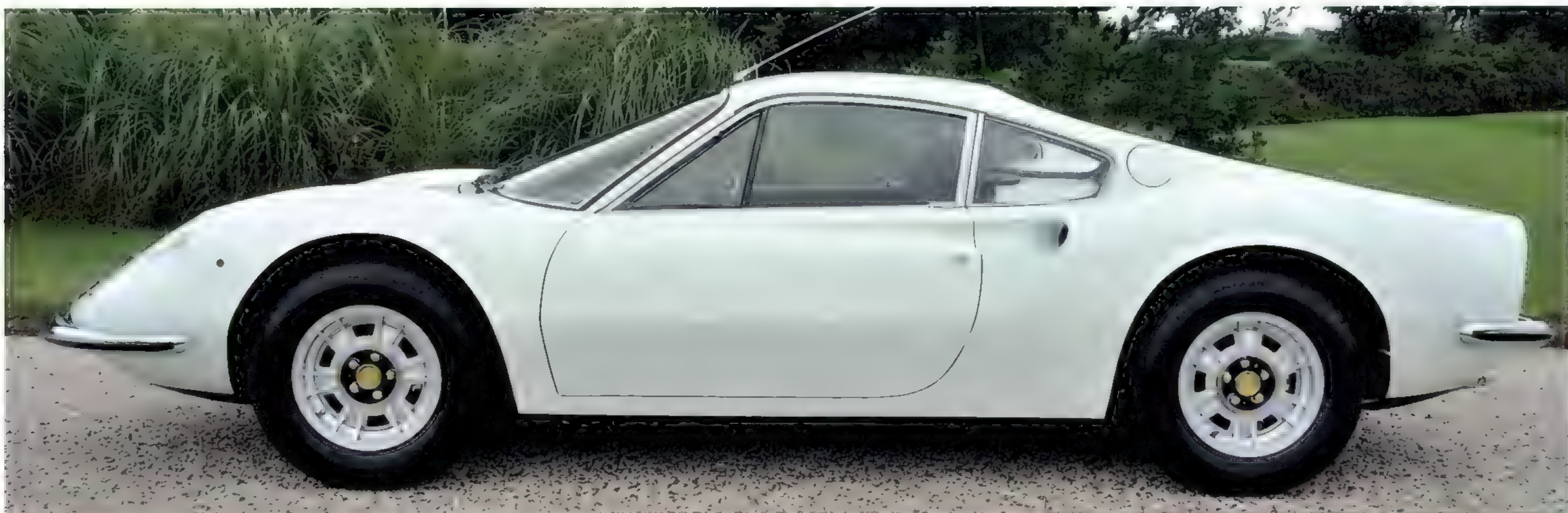


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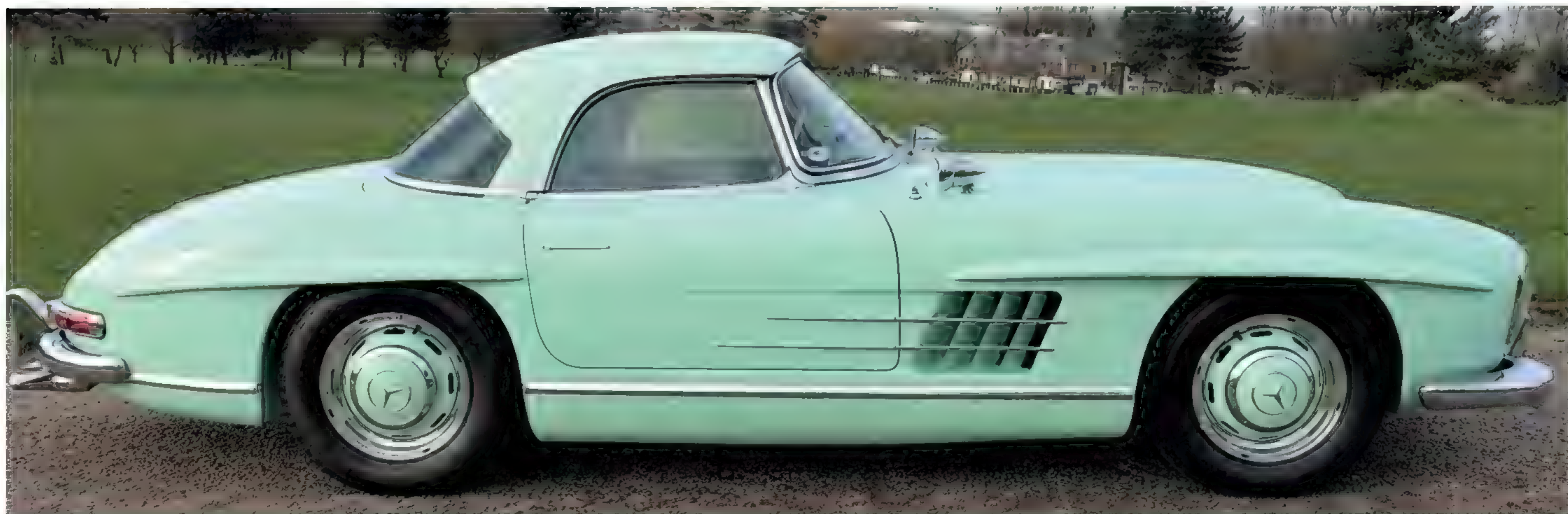
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£499,995



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Exposed Carbon Fibre With Black Alcantara Stitched Orange
700m
£439,950

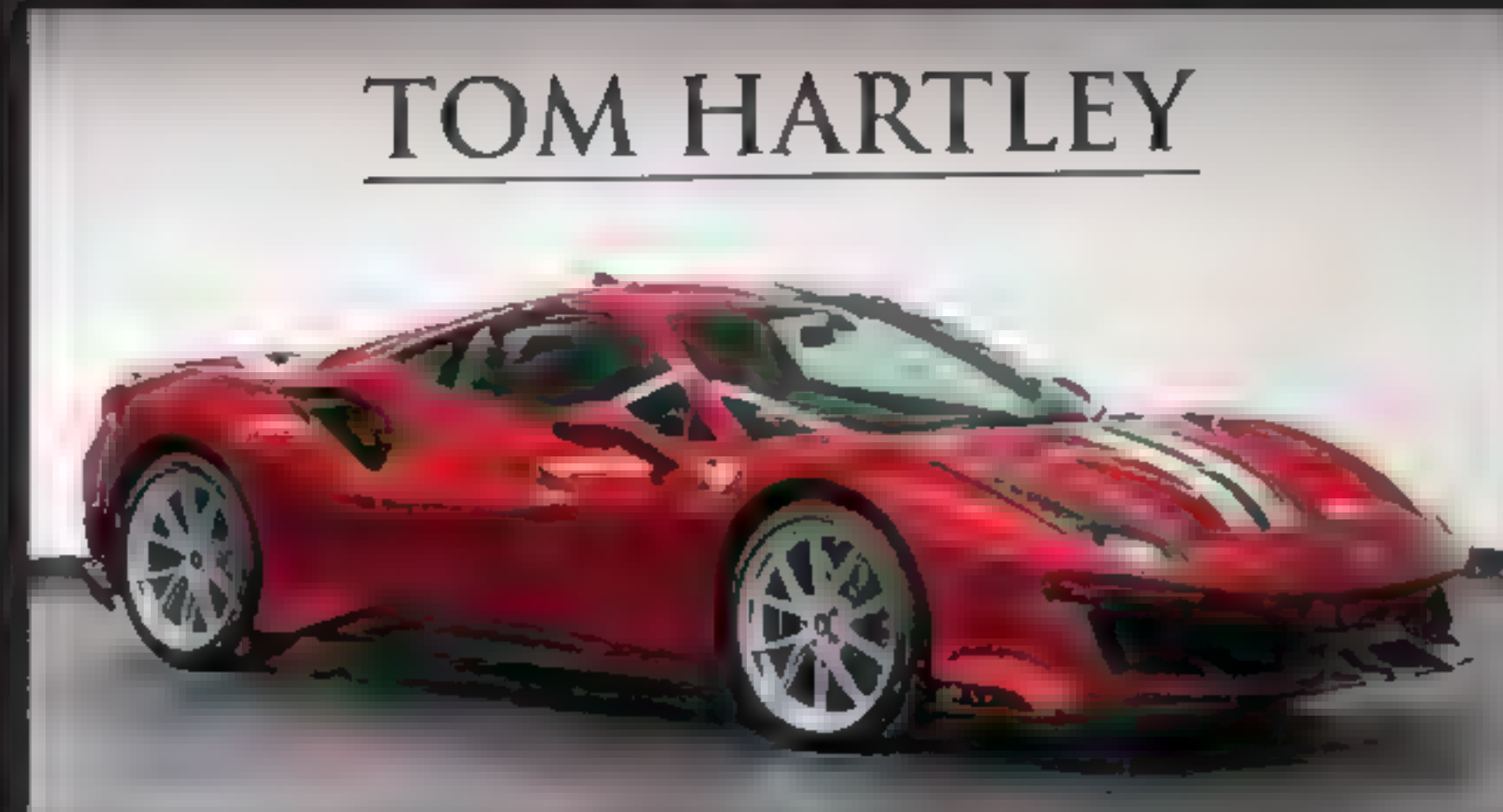


19 FERRARI 488 PISTA SPIDER
Giallo Modena With Blue Scuro Alcantara
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18 PORSCHE 911 GT2 RS PDK
Silver With Leather
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£339,950



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69 FERRARI 488 PISTA
Rosso Fiorano With Blu Scuro Alcantara
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Spice Group C1 SE90 3.5 Cosworth DFR

Fedco Team car raced Le Mans 91 First in Cat 1A class then in Japanese Group C. We acquired the car 2002 for our customer and raced with great success in Group C for the next 10 years or so. 2016 Car extensive body off rebuild crack test certificates new fuel cell gearbox rebuild new CWP all ready to to race but health issue prevailed leaving car unraced since. Offered for sale with current HTP valid until 2027 with option to purchase if required large spares portfolio plus 2 spare DFR engines, Gearbox, all to price accordingly. Interesting trades considered, HFO Gp 6 2 or 3 litre cars, F2 BTCC or classic sportcar.



Jaguar R1 2000 F1

Rolling chassis Raced in 7 GPs by Eddie Irvine and Luciano Burti. Cosworth V10 engine available to purchase. Rare opportunity to acquire F1 Jaguar car



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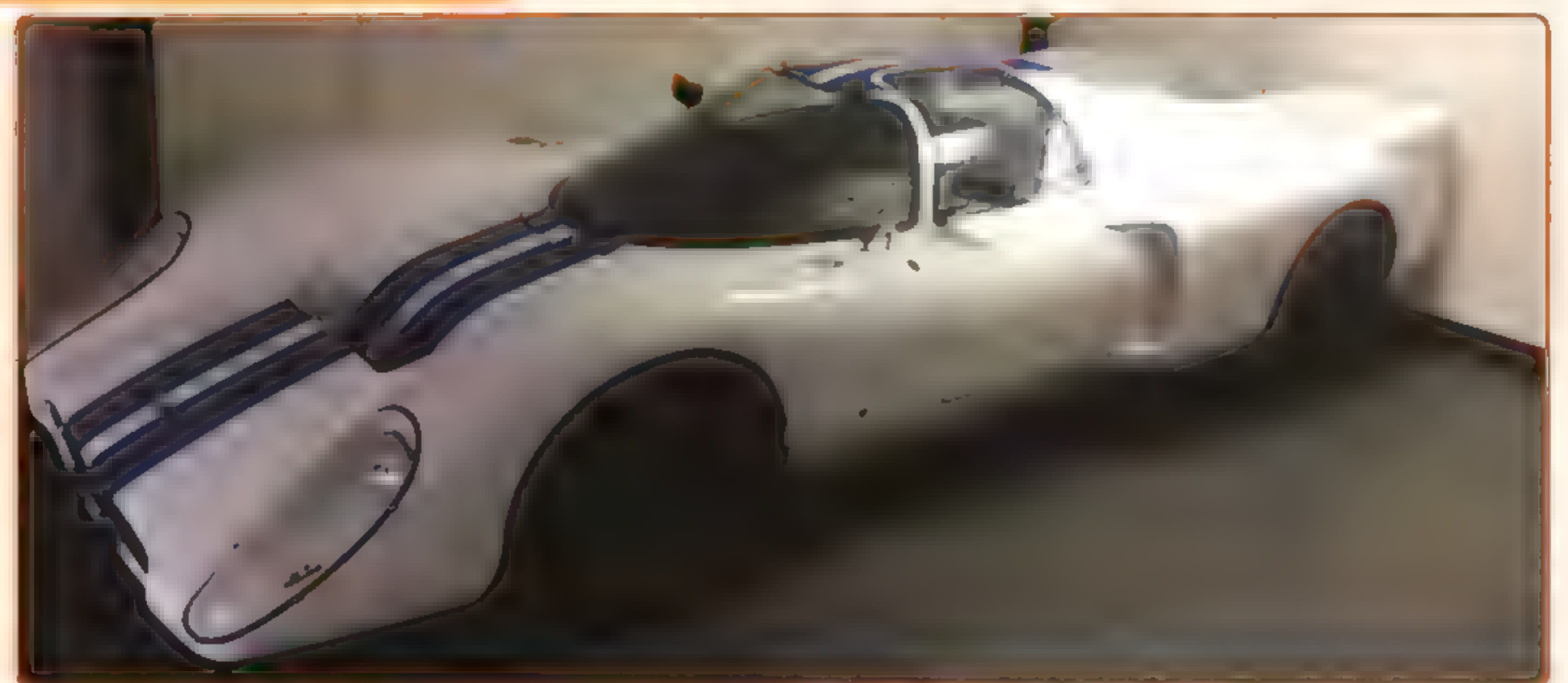
Arrows A16 F1

3rd place 1995 Australian GP with Morbidelli then sat in the Arrows museum. Car is complete as last raced but with empty Hart V10 engine. Spare wishbones some wheels gearbox pump air starter kit.



Lola T290

Supplied new to Japan 1972 running in Grand Champion Endurance races with Mitsubishi engine then later with Mazda 12A and 13B engine with March 74S bodywork. Sat in Fuji museum till 2002 before we acquired the car and rebuilt it. **£185,000**



Chevron B16

For sale as rolling chassis or with FVC or BMW M10 engine if required. Car has not been raced since it was built. **£135,000** rolling chassis **£165,000** with FVC



Alexis MK18B 1971 rolling chassis

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Delta T81 FF2000 1982

Cor Euser Benelux Championship winning car
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Raced in 1970 & 71 by March employee Bill Stone then sold to USA where it raced for many years before we acquired the car to undertake extensive restoration. New suspension bodywork gearbox rebuilt rolling chassis ready to install engine **£29,950**



911 Carrera 4 GTS (991 GEN II)

GT Silver • Bordeaux Red Leather Sports Seats • PDK Gearbox with Paddles • 20" Centre Lock Wheels Sport Chrono • Dynamic Chassis Rear Axle Steer • 4,722 miles 2018 (18)

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911 Turbo (997 GEN II)

Jet Black • Black Leather Seats PDK Gearbox with Paddles • Bose Sound • Parking Sensors • Sport Design Steering Wheel • Bi-Xenon Headlights • Bluetooth Phone 34,027 miles • 2012 (12)

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911 Carrera 4 (993)

Arctic Silver • Classic Grey Leather Sports Seats • 285 BHP VarioRam Engine • Air Conditioning • 17" Cup Wheels • Dark Blue Power Hood with Tonneau • 3rd High-Level Brake Light • 61,259 miles • 1997 (P)

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911 Carrera 4 GTS (997)

Basalt Black • Black Leather Adaptive Sports Seats • 19" Centre Lock Wheels • PDK Gearbox with Paddles • Sport Chrono • Previously Supplied & Serviced by Paragon 24,905 miles • 2012 (62)

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Cayman 718 T

Carrara White Metallic • Black 918 Bucket Seats • Manual Gearbox 20" Carrera Sport Wheels Switchable Sports Exhaust • Sport Chrono • Apple Car Play/Bluetooth Phone • 1,669 miles • 2019 (69)

£52,995



911 Carrera 2 (991)

Carrara White • Black Leather Seats PDK Gearbox • Touchscreen Satellite Navigation • Switchable Sports Exhaust • 20" Carrera S Wheels • Previously Sold & Serviced by Paragon • 37,285 miles • 2012 (12)

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Boxster 718

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Boxster Spyder (987)

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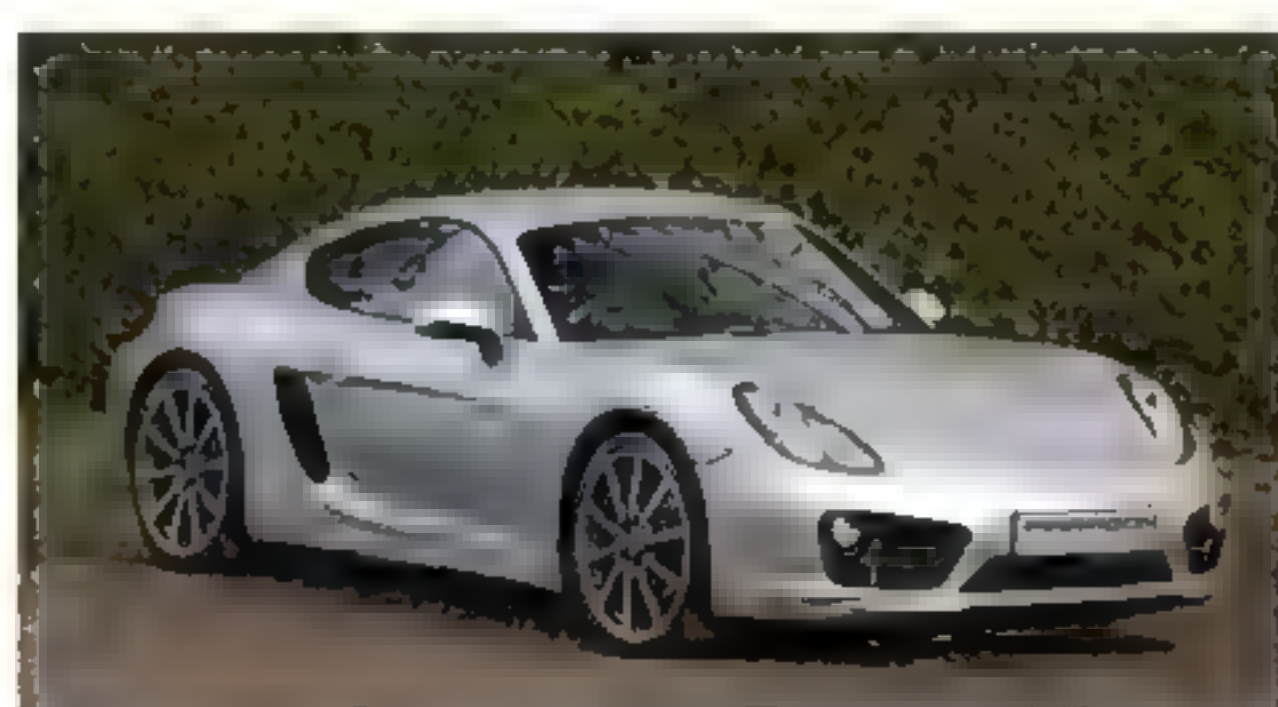
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911 Carrera 2 (997 GEN II)

Atlas Grey • Black Leather Seats Manual Gearbox • 19" Carrera Classic Wheels • Touchscreen Satellite Navigation • Sport Chrono Previously Supplied & Serviced by Paragon • 42,479 miles • 2010 (10)

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Cayman (981)

Rhodium Silver • Black Leather Seats • PDK Gearbox with Paddles 20" Carrera Classic Wheels • Rear Parking Sensors • Sport Tail Pipes Previously Sold & Serviced by Paragon • 15,712 miles • 2014 (14)

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Boxster (981)

Agate Grey • Black Leather Sports Seats • Manual Gearbox • 20" Carrera S Wheels finished in Graphite • Front & Rear Parking Sensors • Switchable Sports Exhaust 36,221 miles • 2015 (64)

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Boxster (981)

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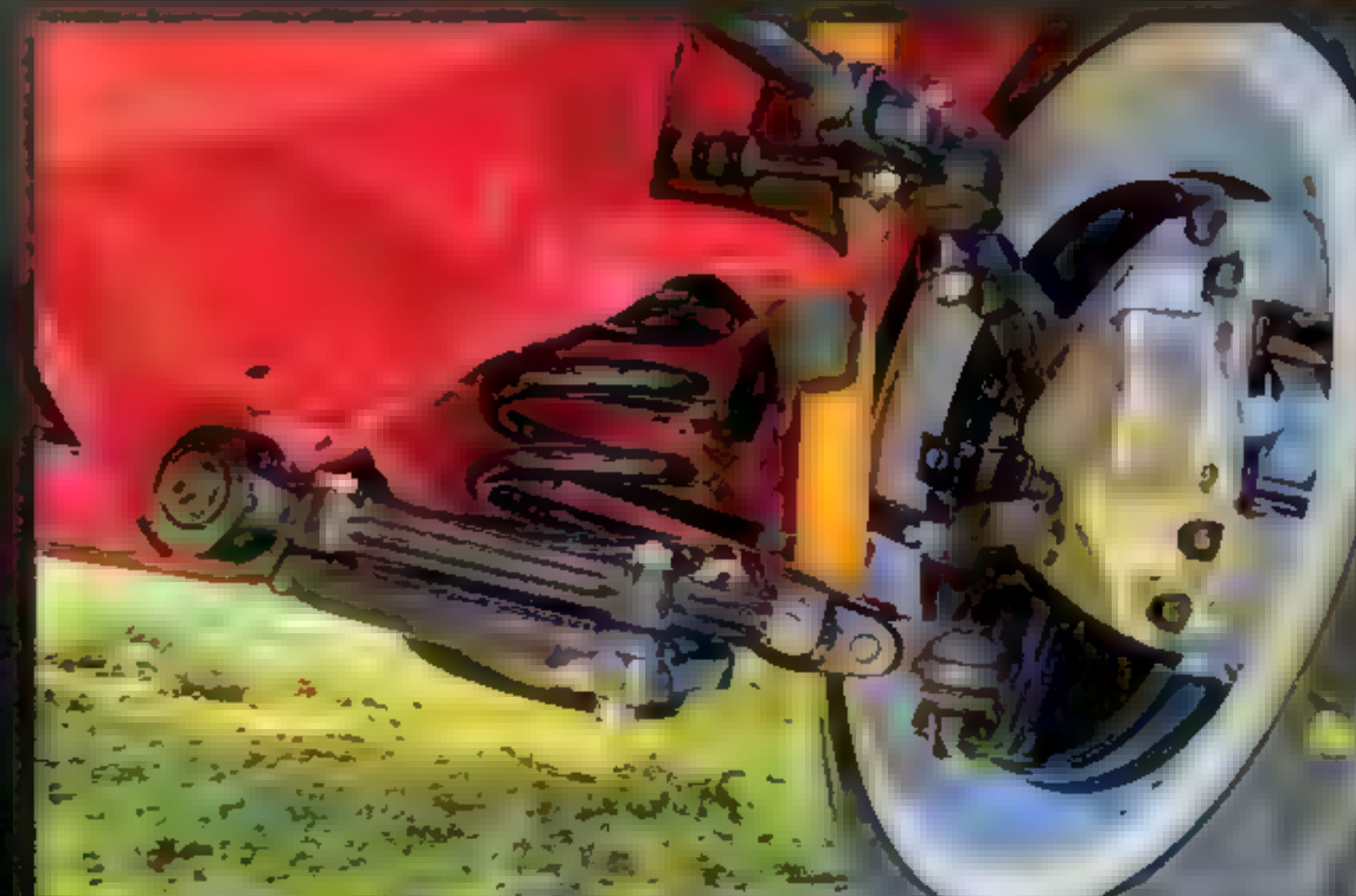
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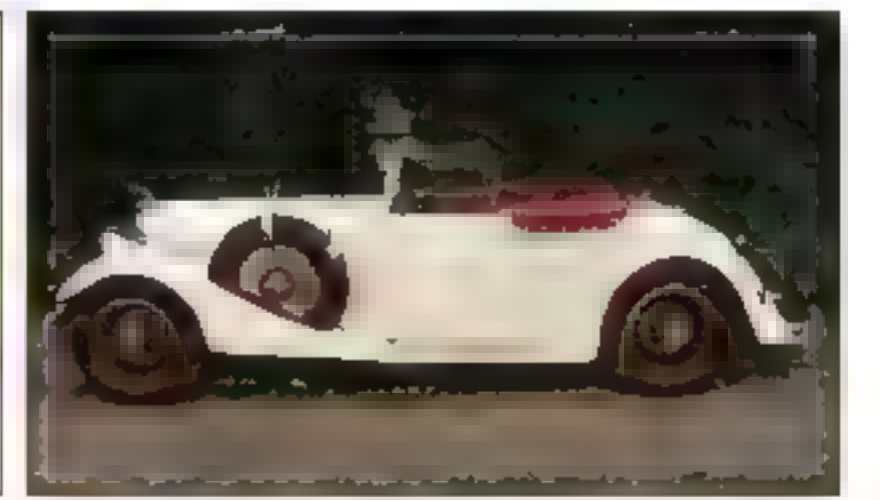
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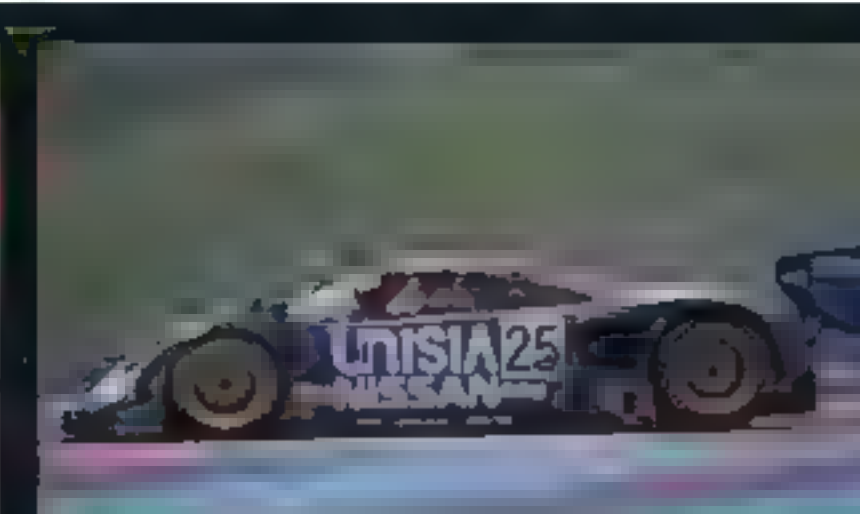
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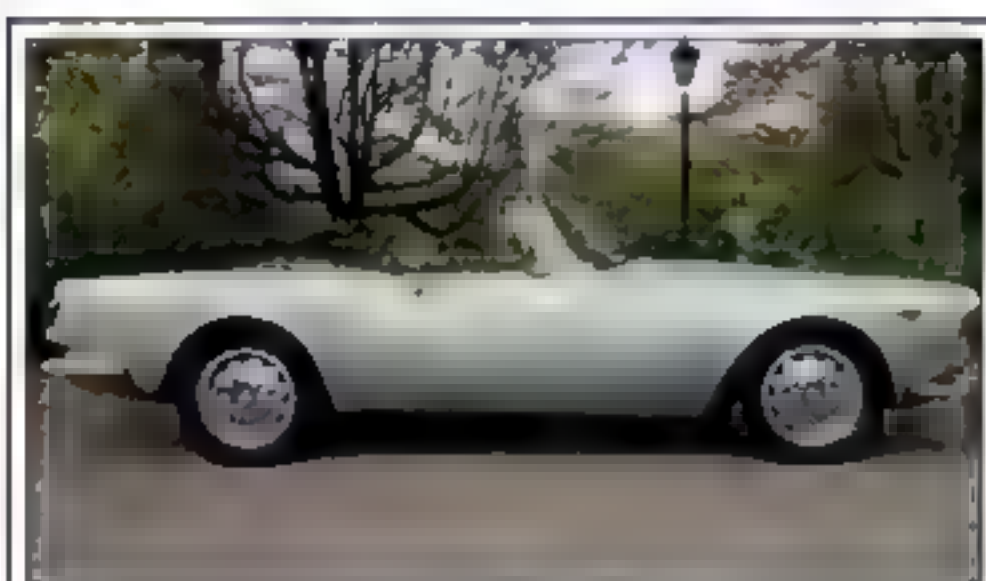
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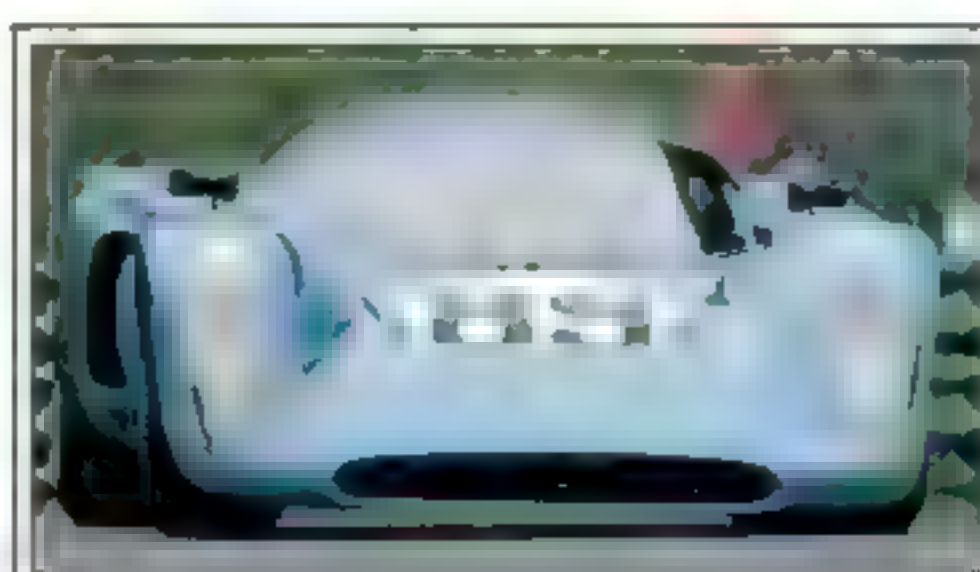


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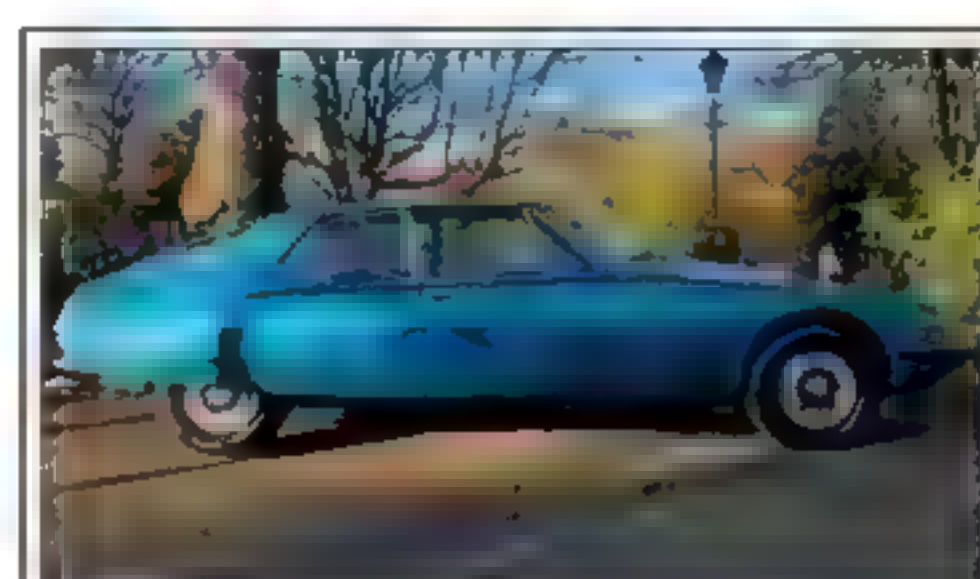


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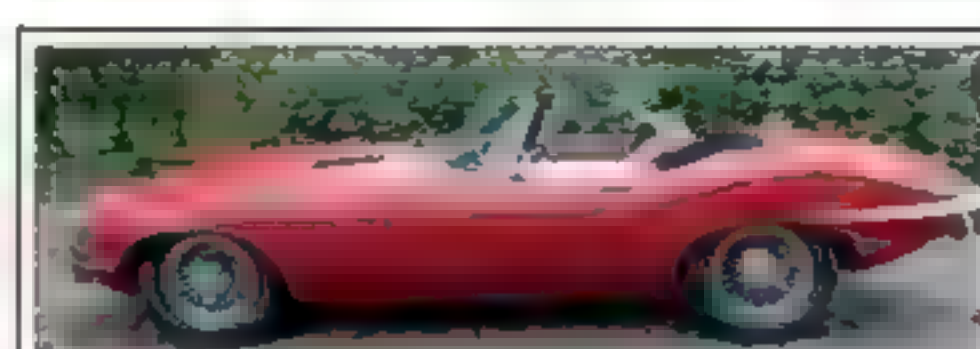


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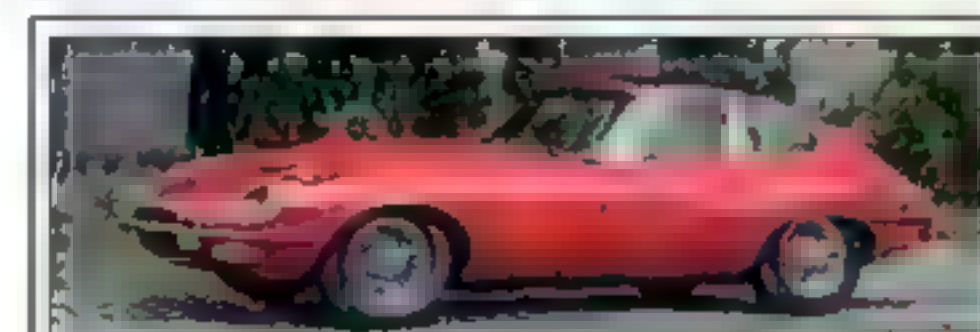


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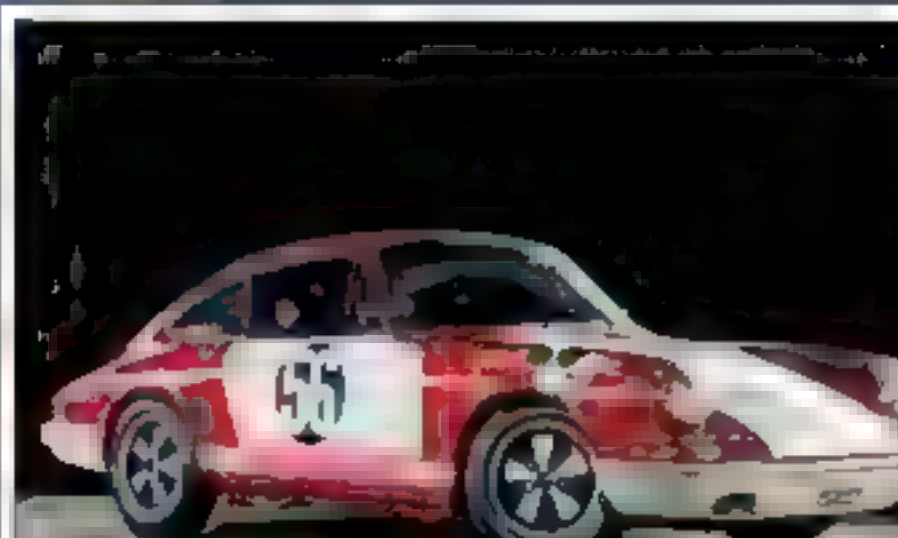
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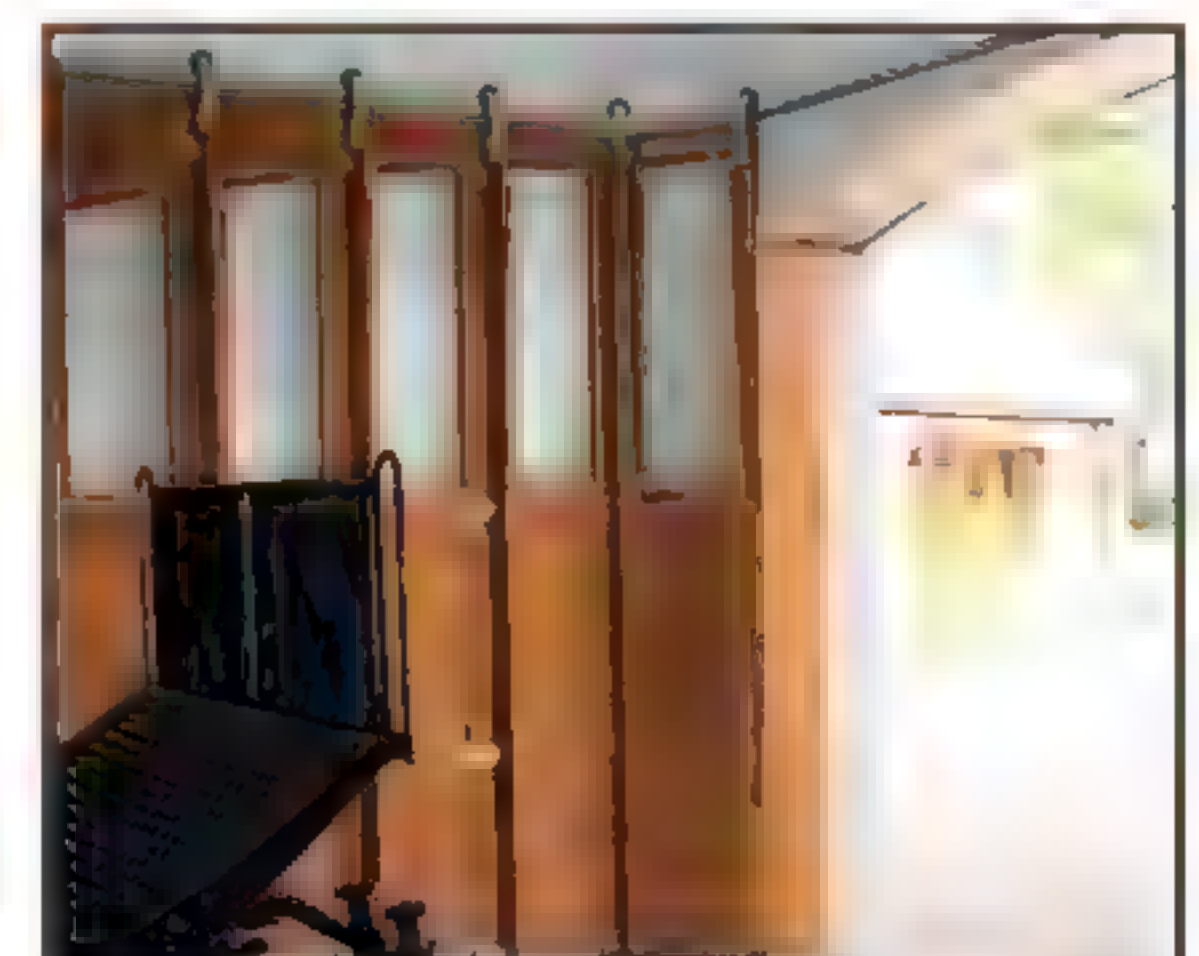


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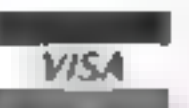


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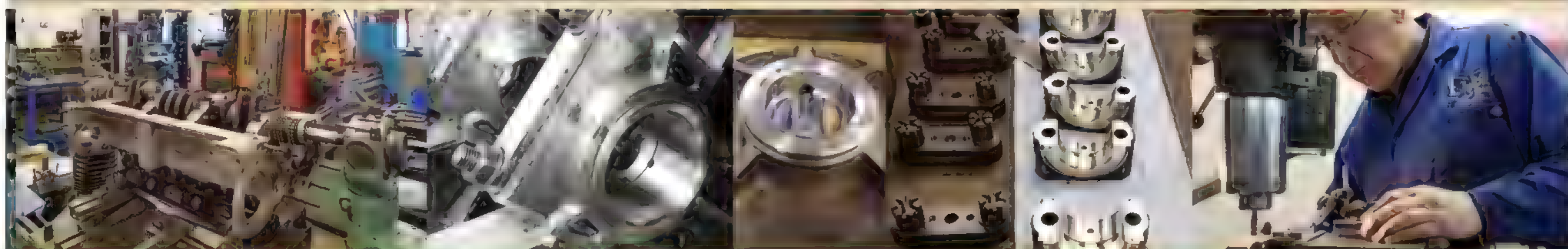


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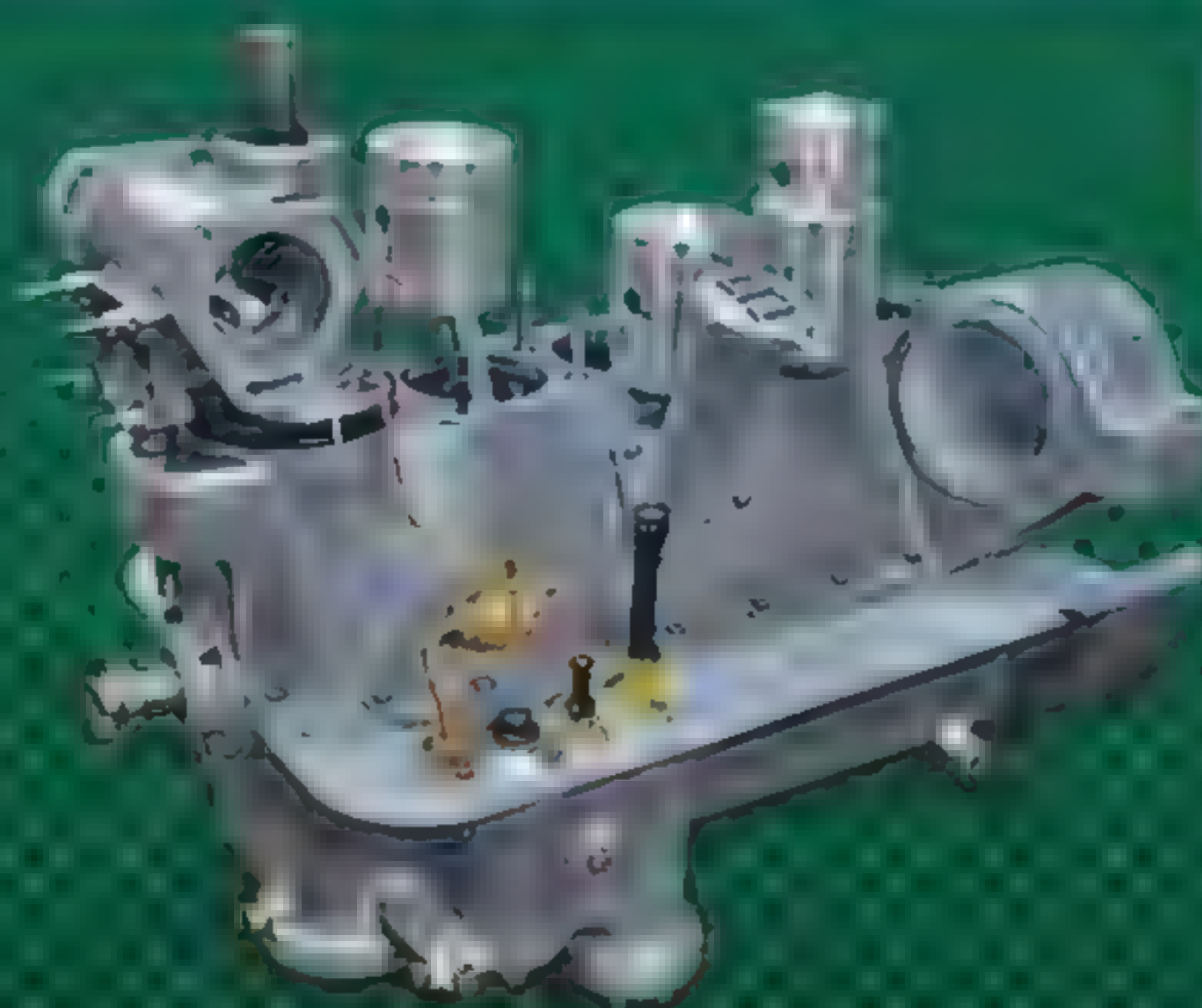
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Pits-eye view of Elio de Angelis wiggling into his Lotus 91 for the 1982 race under team manager Peter Warr's watchful gaze

Everybody loves the sunshine

Long Beach wasn't the most scenic circuit, but racers race hard regardless. **Michael Harris** attended US GPs in 1980, '81 and '82 and was able to capture some candid images of the drivers



Left, in 1980 René Arnoux and his turbocharged Renault were leading the title sprint, but a puncture relegated him to ninth place and damaged his championship hopes

Right, it's 1981 and Didier Pironi looks pleased to be ready for his first race in a Ferrari, but the car would let him down as his fuel feed failed after a healthy battle for fourth place





It's 1980 and Chapman poses with his drivers, but smiles vanished when Mario Andretti and Elio de Angelis were out by lap 12



Unlike the previous year Ferrari had a poor 1980 at Long Beach: a discontented Gilles Villeneuve only finished 10th



Left, in the doorway of the team motorhome Jochen Mass feels the heat, with his Arrows racesuit rolled down



Below, Mario Andretti faces his fans in 1981, ahead of his first race for Alfa Romeo. He would thrill the home crowd with a hard-won fourth place



Above, Roberto Guerrero's hair was worthy of note in the 1982 event, but not his performance: the Colombian's Ensign-Ford qualified midfield but spun off on lap 27

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Jim Clark leads John Surtees through the streets in their Lotus 18s en route to the Riverside track for the US Grand Prix. With little local press interest, the attendance was low and California waited until 1976 to see its next F1 race





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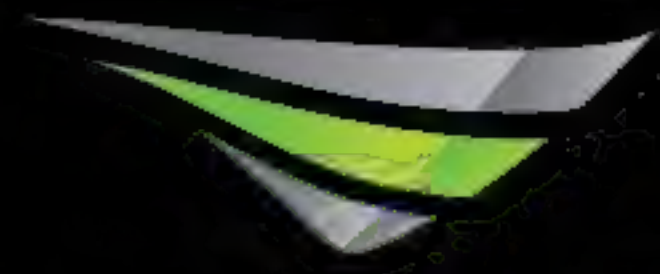


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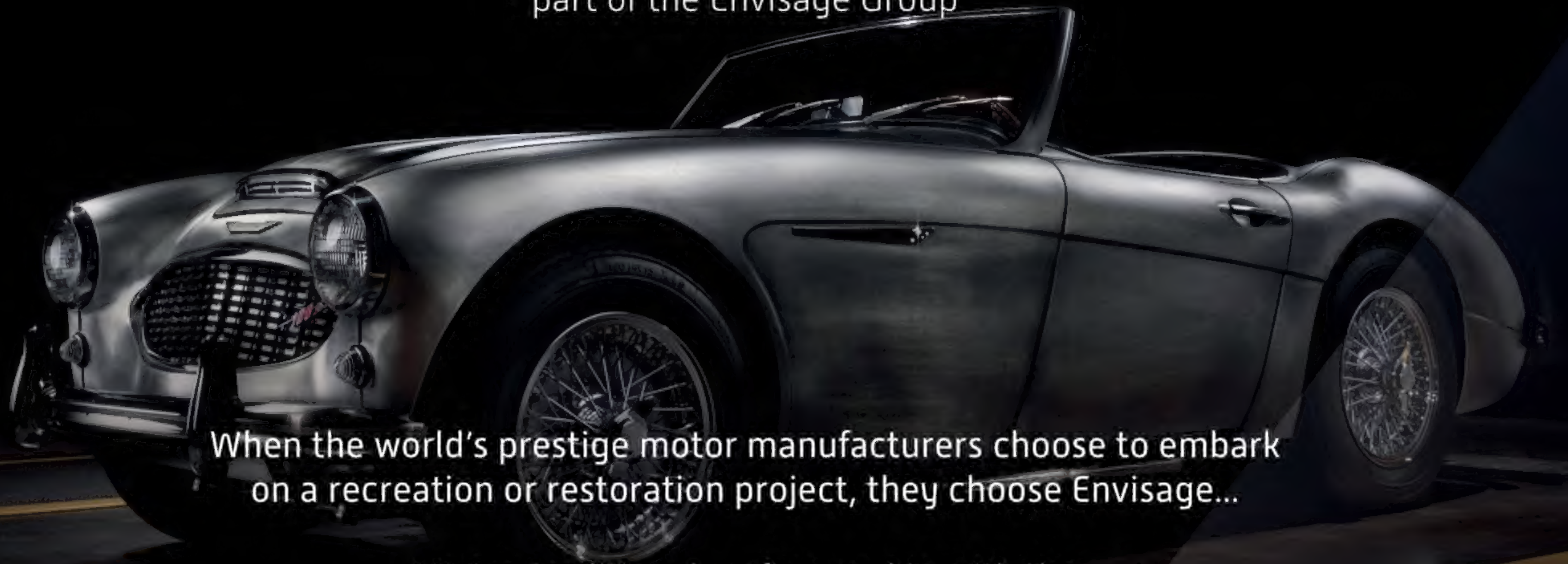
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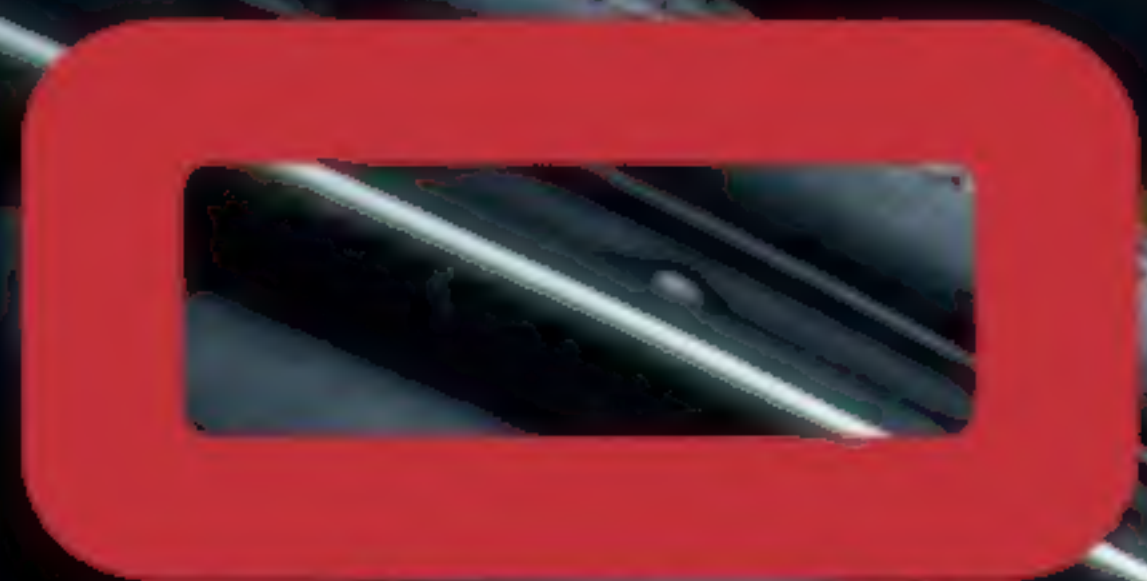


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